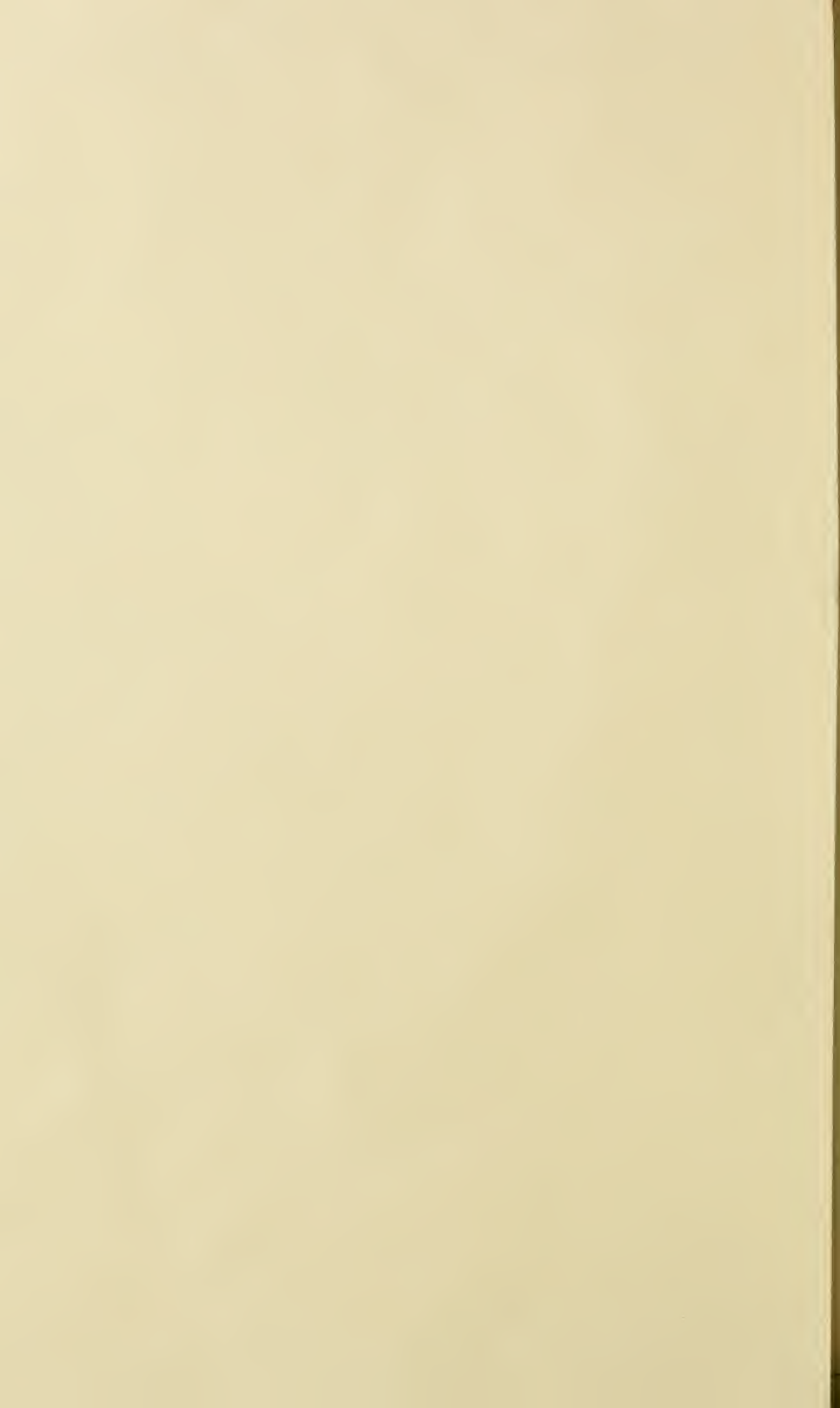


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# United States Department of Agriculture.

## DIVISION OF STATISTICS.

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U. S. DEPARTMENT OF AGRICULTURE,  
OFFICE OF THE STATISTICIAN,  
*Washington, D. C., April 30, 1900.*

SIR: I have the honor to transmit herewith a report on Changes in Railroad Freight Classifications, prepared by Mr. Edward G. Ward, jr., of this Division, and to recommend its publication as Circular No. 12, Division of Statistics. The investigation the results of which are embodied in this report was undertaken with the object of determining what effect the important changes in the classification of freight made January 1, 1900, had upon the cost of transporting commodities between New York and Chicago, the freight rates between which points concern the farmer throughout a very large section of the country, both as a producer and as a consumer.

Respectfully,

JOHN HYDE,  
*Statistician.*

Hon. JAMES WILSON,  
*Secretary of Agriculture.*

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## CHANGES IN RAILROAD FREIGHT CLASSIFICATIONS.

As the transportation business of the country began to develop, the railroad companies considered it necessary to adopt some system that would insure uniformity in the making of freight rates; they have, therefore, from time to time, constructed classifications with this end in view. In 1887 plans were adopted which led to the formation of what is known as the Official Classification Committee, and on April 1 of that year Official Classification No. 1 was issued, which superseded a large number of local and joint classifications. Protests from shippers, as well as from certain railroads in sections of the territory involved, were made, and a revision was almost immediately begun, resulting in the publishing on July 15, 1887, of Official Classification No. 2. Applications from different interested parties for changes made many revisions necessary, and there have been issued in all twenty successive classifications, the latest having gone into effect January 1, 1900. In this latest schedule, known as Official Classification No. 20, a great many articles were transferred from a lower to a higher class, with

the result of increasing their freight-rates charges, particularly for classes providing for shipments in less than carload quantities. Shippers from all over the country protested against the changes, and the Interstate Commerce Commission was appealed to. The Commission, upon examination of the classification, ordered an inquiry into the matter, which was held in Washington, D. C., on December 21, 1899. After hearing arguments from both the carriers and the shippers, the Commission, at the request of the protesting shippers, who claimed that a violation of the antitrust law had been shown, furnished a "transcript of the proceedings" to the Attorney-General. The Attorney-General reviewed the testimony, and, in a letter to the Commission on December 30, 1899, stated that the facts submitted showed no violation of the antitrust law, but that "if there be a remedy for the complaining shippers, it lies in an appeal to your Commission under the Interstate Commerce Law." The Commission accordingly informed the complainants of the decision of the Attorney-General, and stated that while "the Commission had no power and is not charged with any duty of applying or enforcing the antitrust act, a formal complaint against a carrier or number of carriers, alleging the act to regulate commerce to be violated by the change in classification or increased rate in any commodity, may be filed with the Commission by any person, firm, company, mercantile society, or voluntary association, and will have prompt attention." (The resolutions and petition of the shippers and the official correspondence on the subject are given in full in an appendix to this circular.)

On January 22, 1900, the Official Classification Committee, in joint action with the traffic managers of the New England roads and roads in the Trunk Line and Central Freight Association territory, called a meeting in New York for the purpose of allowing all interested parties to present their views in connection with the new classification. The most prominent feature of the proceedings consisted of the complaints against the increased rates charged for less than carload shipments as compared with the rates charged for carload shipments.

At the conclusion of the hearing the Classification Committee, in conjunction with the traffic managers of the principal roads interested, began a revision of Classification No. 20 for the purpose of eliminating, as far as possible, the objections of the complainants. This led to the preparation of Supplements 2 and 3, which became effective on March 10.

In the following tables an attempt is made to show the increases in Classification No. 20 over Classification No. 19 and to note the effect of such changes on rates between Chicago and New York, expressed in cents per 100 pounds. Such parts of Supplement 2 as tend to restore last year's rates and Supplement 3 in full will be found in the last three tables of the series.

TABLE 1.—*Changes made in Official Classification No. 20, compared with Official Classification No. 19.*

[EXPLANATION OF TERMS.—The meaning of the terms used in table, which are those of the Official Classification Committee, is as follows:

D1, double first-class.	2, second-class.
s. u., set up.	2½t1, two and one-half times
c. l., carload.	first-class.
k. d., knocked down.	3, third-class.
p. p., <del>prepared</del> <i>prepaid</i>	3t1, three times first-class.
n. o. s., not otherwise specified.	4, fourth-class.
1, first-class.	5, fifth-class.
1½, one and one-half times first-class.	6, sixth-class.

“Old” at head of columns refers to classes and rates as they existed under Official Classification No. 19, which covered a period extending from July 1, 1899, to December 31, 1899, inclusive. “New” refers to classes and rates as they exist under Official Classification No. 20, effective January 1, 1900, with the exception of such modifications as have been caused by supplements issued subsequent to that date.]

Article.	Classification.				Rates per 100 pounds.			
	Less than carload.		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
A.	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
Acid, carbolic, crude in barrels or iron drums.....	4	3	5	5	35	b 50	30	30
Acids, in iron drums (n. o. s.).....	4	3	5	5	35	b 50	30	30
Actinolite ore, ground, in bags.....	4	4	6	5	35	35	25	30
Agricultural implements and agricultural implement parts, or stock or stuff, in less than carloads, as follows:								
Agricultural tool racks.....	3	1			50	75		
Binders (k. d.).....	3	2			50	b 65		
Binders' trucks, for moving sea-binding harvesters (k. d., flat).....	3	2			50	b 65		
Bunchers, clover (mowing machine attachments) (k. d., flat), in bundles or crates.....	3	2			50	b 65		
Bundle carriers (attachments for binders, harvesters, and reapers) (k. d., flat).....	3	2			50	b 65		
Corn harvesters (k. d.).....	3	2			50	b 65		
Corn knives, boxed.....	3	2			50	b 65		
Corn planters (k. d., flat).....	3	2			50	b 65		
Corn planters, hand.....	2	1			65	75		
Corn shellers, hand.....	3	2			50	b 65		
Cultivators, iron or wood (k. d.).....	3	2			50	b 65		
Cultivator teeth, in boxes or casks.....	4	3			35	b 50		
Cutters, ensilage (k. d.).....	3	2			50	b 65		
Cutters, feed (k. d.).....	3	2			50	b 65		
Cutters, sod.....	3	2			50	b 65		
Cutters, stalk (k. d.).....	3	2			50	b 65		
Cutter bars and cutting apparatus, boxed.....	3	2			50	b 65		
Cutter knives, ensilage, feed, or stalk, boxed.....	3	2			50	b 65		
Disk furrowers (k. d., flat).....	3	2			50	b 65		
Disk pulverizers (k. d., flat).....	3	2			50	b 65		
Drag teeth, in barrels or boxes.....	4	3			35	b 50		
Engines, traction, minimum weight 10,000 pounds each, to be loaded and unloaded by shipper and consignee.....	3	2			50	b 65		
Engines and drills, traction combined, minimum weight 10,000 pounds each, to be loaded and unloaded by shipper and consignee.....	3	2			50	b 65		
Fanning mill material, wooden, in the white, (k. d., flat).....	4	3			35	b 50		
Forks (n. o. s.), in packages.....	3	2			50	b 65		
Fork heads or fork tines, in bundles.....	3	2			50	b 65		
Fork heads or fork tines, in boxes, barrels, or casks.....	4	3			35	b 50		
Grain cradles (k. d.).....	1	a D1			75	150		
Grain cradle bodies (k. d.), in bundles.....	1	a D1			75	150		
Grain cradle bodies, fingers, and snaths (k. d.), boxed.....	3	2			50	b 65		
Grain cradle fingers.....	3	2			50	b 65		
Grain drills (k. d., flat).....	3	2			50	b 65		
Harrows (k. d.).....	3	2			50	b 65		
Harrows, sectional, iron or steel, folded, flat, or nested, securely wired, in bundles or in crates.....	3	2			50	b 65		
Harrow disks, iron or steel, in boxes or barrels.....	4	3			35	b 50		
Harrow teeth, in barrels or boxes.....	4	3			35	b 50		
Hay carriers, in packages.....	3	2			50	b 65		
Hayforks, in packages.....	3	2			50	b 65		

a Reduced by Supplement 2, as shown in table 7.

b Reduced by Supplement 3, as shown in table 8.



TABLE 1.—*Changes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.*

Article.	Classification.				Rates per 100 pounds.			
	Less than carload.		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
Agricultural implements, etc., in less than carloads—Continued.	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
Hay knives, boxed.....	3	2	.....	.....	50	b 65	.....	.....
Hay loaders (k. d., flat).....	3	2	.....	.....	50	b 65	.....	.....
Hay presses, loaded in box cars.....	3	2	.....	.....	50	b 65	.....	.....
Hayracks, wooden (k. d.).....	3	2	.....	.....	50	b 65	.....	.....
Hayrickers (k. d., flat).....	3	2	.....	.....	50	b 65	.....	.....
Hay tedders (k. d.).....	3	2	.....	.....	50	b 65	.....	.....
Hoes, in packages.....	3	2	.....	.....	50	b 65	.....	.....
Hoeheads, in boxes, barrels, or casks.....	4	3	.....	.....	35	b 50	.....	.....
Horse power (k. d., flat).....	3	2	.....	.....	50	b 65	.....	.....
Mattocks, iron or steel, without handles, in boxes, barrels, or casks.....	4	3	.....	.....	35	b 50	.....	.....
Mowers (k. d.).....	3	2	.....	.....	50	b 65	.....	.....
Mowing knives, boxed.....	3	2	.....	.....	50	b 65	.....	.....
Plows (n. o. s., k. d.).....	3	2	.....	.....	50	b 65	.....	.....
Plows (n. o. s.), with handles taken out and tied in bundles.....	3	2	.....	.....	50	b 65	.....	.....
Plows, shovel and gang (k. d., flat).....	3	2	.....	.....	50	b 65	.....	.....
Plows, sulky, wheels on or off (k. d.).....	3	2	.....	.....	50	b 65	.....	.....
Plow beams and handles, iron or wood.....	4	3	.....	.....	35	b 50	.....	.....
Plow points, moldboards, shares and wings, in barrels or boxes.....	4	3	.....	.....	35	b 50	.....	.....
Rakes, hand, wooden (k. d.).....	3	2	.....	.....	50	b 65	.....	.....
Rakes, iron, in packages.....	3	2	.....	.....	50	b 65	.....	.....
Rake heads, iron in boxes, barrels, or casks.....	4	3	.....	.....	35	b 50	.....	.....
Rakes, sulky, horse or revolving (k. d.), shafts and teeth out.....	3	2	.....	.....	50	b 65	.....	.....
Rake teeth, iron or steel.....	4	3	.....	.....	35	b 50	.....	.....
Reapers (k. d.).....	3	2	.....	.....	50	b 65	.....	.....
Rollers, field.....	3	2	.....	.....	50	b 65	.....	.....
Rollers, land (k. d.).....	3	2	.....	.....	50	b 65	.....	.....
Rolling coulters, or rolling-coulter blades, loose.....	3	2	.....	.....	50	b 65	.....	.....
Rolling coulters, or rolling-coulter blades, in packages.....	4	3	.....	.....	35	b 50	.....	.....
Scythes, in boxes.....	3	2	.....	.....	50	b 65	.....	.....
Seats, iron or steel, for agricultural implements, nested in bundles, crates, boxes, or barrels.....	3	2	.....	.....	50	b 65	.....	.....
Seed drills (k. d., flat).....	3	2	.....	.....	50	b 65	.....	.....
Sickles, in boxes or barrels.....	3	2	.....	.....	50	b 65	.....	.....
Spikes, clover huller and thrashing machine, in boxes or kegs.....	4	3	.....	.....	35	b 50	.....	.....
Stalk cutters (k. d.).....	3	2	.....	.....	50	b 65	.....	.....
Stump pullers.....	3	2	.....	.....	50	b 65	.....	.....
Thrasher teeth, in boxes, kegs, or barrels.....	4	3	.....	.....	35	b 50	.....	.....
Wheels, iron or steel, or iron and wood combined, for agricultural implements and farm wagons.....	3	2	.....	.....	50	b 65	.....	.....
Air or steam brake equipment (n. o. s.).....	3	2	4	4	50	b 65	35	35
Ale and beer carriers, empty (c. l., minimum weight 20,000 pounds).....	3	2	5	5	50	b 65	30	30
<i>'This rating will apply only upon shipment of wooden boxes with compartments therein, available for transportation of liquids, in glass, or the return of empty bottles.)</i>								
Ale, beer, beer tonic, and porter carriers, containing bottles when being returned (see note to ale and beer carriers), at following estimated weights:								
Bottles, in cases, with or without covers:								
2 dozen quarts, 50 pounds per case.....								
4 dozen quarts, 90 pounds per case.....								
2 dozen pints, 35 pounds per case.....								
3 dozen pints, 50 pounds per case.....								
4 dozen pints, 75 pounds per case.....								
Bottles in barrels or casks, with or without heads, 6 dozen quarts or 10 dozen pints, 125 pounds per barrel or cask (c. l., minimum weight 15,000 pounds when loaded in brewers' returning refrigerator beer cars (Rule 5C not to apply), and 20,000 pounds in all other cars).....	3	3	6	a 5	50	50	25	30
(The name of shipper and original point of shipment must be shown on waybills and expense bills.)								

a Reduced by Supplement 2, as shown in table 7.

b Reduced by Supplement 3, as shown in table 8.

TABLE 1.—*Changes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.*

Article.	Classification.				Rates per 100 pounds.			
	Less than carload.		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
Ammonia, aqua, or ammoniacal liquor, in barrels or iron drums.....	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
Ammonia, dry, in barrels or casks.....	4	3	5	5	35	a 50	30	30
Aniline oil, in barrels or iron drums.....	4	3	5	5	35	a 50	30	30
Antimony, ground or pulverized, in barrels or casks.....	3	2	4	4	50	a 65	35	35
Apple or fruit butter, jelly or sauce, in buckets, cans, kits, pails, or tubs.....	4	3	.....	.....	35	a 50	.....	.....
Apple or fruit butter, jelly or sauce, in buckets, cans, kits, pails, or tubs, boxed or with top of box slatted.....	3	2	5	5	50	a 65	30	30
Apple or fruit butter, jelly or sauce, in kegs, half barrels or barrels.....	4	3	5	5	35	a 50	30	30
Asbestos, in barrels or casks (c. l., minimum weight 24,000 pounds).....	4	3	5	5	35	a 50	30	30
Asbestos, building or roofing paper, in rolls or cases.....	4	3	5	5	35	a 50	30	30
Asbestos, cement.....	4	3	6	5	35	a 50	25	30
Autographic register machines, crated or boxed (c. l., minimum weight 24,000 pounds).....	1	1	4	3	75	75	35	b 50
Automatic registering machines, crated or boxed (c. l., minimum weight 24,000 pounds).....	1	1	4	3	75	75	35	b 50
Axle grease, in barrels or boxes.....	4	3	5	5	35	a 50	30	30
B.								
Bagging, clayed, in bales or cases.....	3	2	.....	.....	50	a 65	.....	.....
Bagging, cotton, in bales or cases.....	3	2	.....	.....	50	a 65	.....	.....
Ballast unloaders (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	a 65	30	30
Balls, target, in barrels or boxes (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	a 65	30	30
Barrel covers, wooden, nested.....	3	2	.....	.....	50	a 65	.....	.....
Barrel hoops, coiled, nested, in bundles.....	3	2	.....	.....	50	a 65	.....	.....
Barrel racks or stands, portable, in bundles or crates.....	3	2	.....	.....	50	a 65	.....	.....
Barrels, empty:								
Patent fruit barrels (k. d.) in bundles (c. l., minimum weight 24,000 pounds).....	4	3	5	5	35	a 50	30	30
Tierces, beef, lard, or pork, old, actual weight.....	4	3	.....	.....	35	a 50	.....	.....
Empty barrels or kegs, old (not including apple, flour, or sugar barrels, or empty beer packages), actual weight.....	4	3	.....	.....	35	a 50	.....	.....
Empty beer packages, old, at estimated weights as follows: Hogsheads, 200 pounds each; barrels, 100 pounds each; half barrels, 60 pounds each; quarter barrels, 30 pounds each; sixth barrels, 30 pounds each; eighth barrels, 20 pounds each (c. l., minimum weight 20,000 pounds).....	4	3	6	6	35	a 50	25	25
(The name of shipper and original point of shipment must be shown on waybills and expense bills.)								
Empty beer packages, old, in returning refrigerator beer cars, at estimated weights as follows: Hogsheads, 200 pounds each; barrels, 100 pounds each; half barrels, 60 pounds each; quarter barrels, 30 pounds each; sixth barrels, 30 pounds each; eighth barrels, 20 pounds each (c. l., minimum weight 15,000 pounds). Rule 5C not to apply.....	4	3	6	6	35	a 50	25	25
(The name of shipper and original point of shipment must be shown on waybills and expense bills.)								
Barrels, casks, and tierces, empty, all kinds, new or old (n. o. s.) (minimum weight 16,000 pounds). Rule 5C not to apply.....	.....	.....	6	5	.....	.....	25	30
Barrows, baggage (k. d.).....	3	2	.....	.....	50	a 65	.....	.....
Baseball bats, in packages (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	a 65	30	30
Baskets (k. d., flat), in bundles.....	3	2	.....	.....	50	a 65	.....	.....
Basket material (n. o. s.), not rattan, reed, or willow, in bundles.....	4	3	.....	.....	35	a 50	.....	.....
Basket material (n. o. s.), not rattan, reed, or willow, minimum weight 24,000 pounds.....	.....	.....	6	5	.....	.....	25	30
Beans, castor.....	4	3	5	5	35	a 50	30	30
Bedrail fastenings and hooks, iron, in packages.....	4	3	5	5	35	a 50	30	30

a Reduced by Supplement 3, as shown in table 8.

b Reduced by Supplement 3, as shown in table 9.

TABLE 1.—*Changes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.*

Article.	Classification.				Rates per 100 pounds.			
	Less than carload.		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
Benches, cabinetmakers', wooden (k. d., flat), in bundles, crates, or boxes (c. l., minimum weight 24,000 pounds).....	<i>Class.</i> 3	<i>Class.</i> 2	<i>Class.</i> 5	<i>Class.</i> 5	<i>Cents.</i> 50	<i>Cents.</i> b 65	<i>Cents.</i> 30	<i>Cents.</i> 30
Benches, dog, for exhibition purposes (k. d., flat or folded flat, c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	b 65	30	30
Berry crates (n. o. s.).....	1	Di			75	150		
Bleaching fluid, in wood.....	4	3	5	5	35	b 50	30	30
Block shells, wood.....	4	3			35	b 50		
Blocks, brush, wooden, in packages.....	4	3			35	b 50		
Blowers, rotary, iron (c. l., minimum weight 24,000 pounds).....	2	a 1	5	5	65	75	30	30
Blue vitriol.....			6	5			25	30
Boards, cloth, wooden, for wrapping cloth, in bundles or crates (c. l., minimum weight 24,000 pounds).....	4	3	6	5	35	b 50	25	30
Boiler-cleansing compound, liquid, in barrels (p. p.).....	4	3	5	5	35	b 50	30	30
Boiler covering cement (n. o. s.), in bags.....	4	3	6	5	35	b 50	25	30
Bone black, hydrocarbonated, in oil, in barrels (minimum weight 400 pounds per barrel).....	4				35			
— Change to read: Bone black, hydrocarbonated in oil, in barrels.....		3				b 50		
Bottle stoppers, combination rubber and metal, in barrels or boxes.....	3	2		4	50	b 65		35
Bottle stoppers, combination rubber, metal, and earthenware, in boxes or barrels.....	3	2		4	50	b 65		35
Boxes, cooling, filled with coiled pipe (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	b 65	30	30
Boxes, fish, empty.....	4	3			35	b 50		
Boxes, meat, empty.....	4	3			35	b 50		
Bread meal or dust, in packages.....	4	3			35	b 50		
Brewers' chips or shavings, wooden (c. l., minimum weight 24,000 pounds).....	3	2	6	5	50	b 65	25	30
Broths and soups, in cans, boxed.....	4	3	5	5	35	b 50	30	30
Brush blocks, leather, in packages.....	3	2	5	5	50	b 65	30	30
Buckets, galvanized iron, nested in bundles or racks (c. l., minimum weight 20,000 pounds).....	3		5		50		30	
— Change to read: Buckets, galvanized iron, nested in bundles or racks (c. l., minimum weight 24,000 pounds).....		3		4		50		35
Building cement.....	5	4	6	6	30	35	25	25
Bulbs, garden, in packages (p. p.) (c. l., minimum weight 24,000 pounds).....	2	1	5	5	65	75	30	30
Bullets, in boxes.....	4	3	5	5	35	b 50	30	30
Burners, oil stove, in boxes or barrels (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	b 65	30	30
Burr blocks (for gristmills).....	4	3	5	5	35	b 50	30	30
Butchers' blocks (c. l., minimum weight 24,000 pounds).....	4	3	5	5	35	b 50	30	30
Butchers' meat racks (k. d.), crated or boxed.....	3	2			50	b 65		
C.								
Camphor, in packages (c. l., minimum weight 20,000 pounds).....	2	1	3	3	65	75	50	50
Camphor flowers, or sublimed camphor, in packages (c. l., minimum weight 20,000 pounds).....	2	1	3	3	65	75	50	50
Candles.....	4	3	5	5	35	b 50	30	30
Candle stock (n. o. s.).....	4	3	5	5	35	b 50	30	30
Candy, in pails or cases weighing not less than 25 pounds each.....	3				50			
— Change to read: Candy, in pails or cases weighing not less than 25 pounds each (c. l., minimum weight 30,000 pounds).....		2		3		b 65		50
Candy, in cases, drums, or pails, securely crated together in packages, weighing not less than 25 pounds.....	3				50			
— Change to read: Candy, in cases, drums, or pails, securely crated together in packages, weighing not less than 25 pounds (c. l., minimum weight 30,000 pounds).....		2		3		b 65		50
Candy, in half barrels or barrels.....	3		3		50		50	
— Change to read: Candy, in half barrels or barrels (c. l., minimum weight 30,000 pounds).....		2		3		b 65		50
Cans, fruit, or oyster, tin, in crates, boxes, or barrels.....	2	1			65	75		
Canton matting (c. l., minimum weight 24,000 pounds).....	2	1	4	4	65	75	35	35
Canvas, jute, in bales or cases.....	3	2			50	b 65		

a Reduced by Supplement 2, as shown in table 7.

b Reduced by Supplement 3, as shown in table 8.



TABLE 1.—Changes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.

Article.	Classification.				Rates per 100 pounds.			
	Less than carload. <sup>a</sup>		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
Capstan bars, wooden, in the white (c. l., minimum weight 24,000 pounds).....	Class. 4	Class. 3	Class. 5	Class. 5	Cents. 35	Cents. a 50	Cents. 30	Cents. 30
Carpeting, jute or hemp.....	2	1			65	75		
Carpet paper or carpet lining, not covered, folded, plaited, corrugated, or indented, in rolls (c. l., minimum weight 24,000 pounds).....	4	3	5	5	35	a 50	30	30
Carpet sweepers, boxed (c. l., minimum weight 24,000 pounds).....	2	1	4	4	65	75	35	35
Carriage or wagon springs.....	4	3	5	5	35	a 50	30	30
Cartridge shells, paper or metallic (c. l., minimum weight 24,000 pounds).....	2	1	4	3	65	75	35	50
Car pushers.....	4	3			35	a 50		
Car seals, clay, lead, or tin, in boxes or barrels.....	4	3	5	5	35	a 50	30	30
Car springs, rubber, steel, or volute.....	4	3	5	5	35	a 50	30	30
Car trucks (k. d.) (c. l., minimum weight 24,000 pounds).....	4	3	5	5	35	a 50	30	30
Cash registers, crated or boxed (c. l., minimum weight 24,000 pounds).....	1	1	4	3	75	75	35	b 50
Casings, sausage, hog, or beef, in barrels or tierces.....	4	3	5	5	35	a 50	30	30
Casings, sausage, sheep, in barrels or tierces.....	4	3	5	5	35	a 50	30	30
Cattle switches or tails (n. o. s.), green, salted, in bundles, bales, or barrels.....	4	3			35	a 50		
Caustic, soda, in cans, boxed.....	4	3	5	5	35	a 50	30	30
Cement, sealing wax, fruit can or jar, in boxes or barrels.....	4		5		35		30	
Change to read: Cement, fruit can or jar, in boxes or barrels.....		3		5		a 50		30
Cement, gas fitters', in boxes or barrels.....	4	3	5	5	35	a 50	30	30
Cement, magnesia.....	4	3	6	5	35	a 50	25	30
Cement, metal.....	4	3	5	5	35	a 50	30	30
Chloride of calcium, in barrels or iron drums.....	4	3	5	5	35	a 50	30	30
Churns (completely k. d.), boxed.....	3	2			50	a 65		
Cider, in tank cars, to be furnished by shippers; minimum weight maximum capacity of tank; empty tanks returned free.....			4	5			35	30
Clay pigeons, in boxes, barrels, casks, or crates (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	a 65	30	30
Clay tuyeres.....	4	3	5	5	35	a 50	30	30
Coal-saving compound, dry, in boxes or barrels.....	4	3	5	5	35	a 50	30	30
Coal tar.....	4	4	6	5	35	35	25	30
Coal tar, in tank cars, to be furnished by shippers; minimum weight maximum capacity of tank; empty tanks returned free.....			6	5			25	30
Cocanut husks (c. l., minimum weight 24,000 pounds).....	3	3	6	5	50	50	25	30
Cocanut-skin shavings or refuse, in bags or barrels (c. l., minimum weight 24,000 pounds).....	4	3	6	5	35	a 50	25	30
Coffee, in single or double sacks.....	4	3	6	5	35	a 50	25	30
Coffee, ground or roasted (c. l., minimum weight 24,000 pounds).....	4	3	6	5	35	a 50	25	30
Cogs, wooden, in barrels or boxes.....	3	2			50	a 65		
Coke tar, in packages.....	4	4	6	5	35	35	25	30
Collar pads, in bales or boxes (c. l., minimum weight 16,000 pounds). Rule 5C not to apply.....	2	1	3	3	65	75	50	50
Copper pipe, on reels or in rolls.....	3	2			50	a 65		
Copperas.....			6	5			25	30
Corncocks, minimum weight, 20,000 pounds.....			6	5			25	30
Corn husks, in bales (c. l., minimum weight 20,000 pounds). Rules 5C and 5E not to apply.....	1		6		75		25	
Change to read: Corn husks, in bales (c. l., minimum weight 20,000 pounds). Rule 5C not to apply.....		1		5		75		30
Corrosive pots.....	4	3	6	5	35	a 50	25	30
Cotton-flannel lining, in bales or cases.....	3	2			50	a 65		
Cotton presses (k. d.) (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	a 65	30	30
Cotton-seed hulls or notes, machine compressed, in bales.....	4	3	6	5	35	a 50	25	30
Cotton shoddy lining, in bales or cases.....	3	2			50	a 65		
Cotton warp, in bales.....	3	2			50	a 65		
Cotton yarn, in bales.....	3	2			50	a 65		
Cracker meal or dust, in packages.....	4	3			35	a 50		
Crates (n. o. s.), empty.....	1				75			
Change to read: Crates (n. o. s.), empty (p. p.).....		DI				150		
Creosote, in wood.....	4	3	6	5	35	a 50	25	30

<sup>a</sup> Reduced by Supplement 3, as shown in table 8.<sup>b</sup> Reduced by Supplement 3, as shown in table 9.

TABLE 1.—*Changes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.*

Article.	Classification.				Rates per 100 pounds.			
	Less than carload.		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
Crockery (n.o.s.), in barrels (c.l., minimum weight 24,000 pounds) .....	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
Crockery (n.o.s.), in crates, tierces, casks, or hogsheads (c.l., minimum weight 24,000 pounds) .....	4	3	5	5	35	b 50	30	30
Crushers, iron ore, rock, or stone .....	4	3	5	5	35	b 50	30	30
Crystals, washing .....	4	3	6	5	35	b 50	25	30
Curd, milk, dried, in bags or barrels (c.l., minimum weight 24,000 pounds) .....	3	3	6	5	50	50	25	30
Cuspidors, cast-iron (n. o. s.), in crates, barrels, or casks .....	4	3	5	5	35	b 50	30	30
Cutters, kraut, in crates or boxes (c. l., minimum weight 24,000 pounds) .....	3	2	5	5	50	b 65	30	30
Cutters, saw, in crates or boxes (c. l., minimum weight 24,000 pounds) .....	3	2	5	5	50	b 65	30	30
Cylinders, gas, dental, empty .....	3	2			50	b 65		
Cylinders, pump, hand, iron (c. l., minimum weight 24,000 pounds) .....	3	2	5	5	50	b 65	30	30
D.								
Dairy spades, wooden, in crates or boxes .....	3	2			50	b 65		
Deer tongue (leaves), pressed in bales (c.l., minimum weight 20,000 pounds) .....	2		5		65		30	
Change to read: Deer tongue (leaves), in compressed bales (c. l., minimum weight 20,000 pounds) .....		1		4		75		35
Dental gas, in cylinders .....	3	2			50	b 65		
Diggers, post-hole (c. l., minimum weight 24,000 pounds) .....	3	2	5	5	50	b 65	30	30
Dippers, steam shovel, iron or steel (c.l., minimum weight 24,000 pounds) .....	3	2	5	5	50	b 65	30	30
Disks or circles, tin, in boxes or barrels .....	4	3	5	5	35	b 50	30	30
Dry goods: Cotton goods, in the piece, in bales or boxes .....	3	2			50	b 65		
E.								
Elevator buckets, iron or steel, nested in packages (c. l., minimum weight 24,000 pounds) .....	4	3	5	5	35	b 50	30	30
Embalming fluids, in kits or pails, crated, boxed, or packed in barrels .....	3	2			50	b 65		
Embalming fluids, in barrels or kegs .....	4	3			35	b 50		
Emery, in kegs, barrels, or casks .....	4	3	5	5	35	b 50	30	30
Epsom salts, in barrels .....	4	3	6	5	35	b 50	25	30
Excavators, and pond or road scrapers, on wheels (s. u.) .....	1	1½			75	112½		
Excavators, and pond or road scrapers, wheels detached .....	2	1			65	75		
Excavators, and pond or road scrapers, without wheels (s. u.) .....	2	1			65	75		
Excavators, and pond or road scrapers, without wheels (k. d.) .....	3	2			50	b 65		
F.								
Faucets, iron, in boxes or barrels .....	4	3	5	5	35	b 50	30	30
Faucet blocks, wooden, in the white (c. l., minimum weight 24,000 pounds) .....	4	3	5	5	35	b 50	30	30
Fertilizers, tobacco, compressed in bales or sacks (minimum weight 24,000 pounds) .....			6	a 5			25	30
Firecrackers, well and securely packed .....	1	D1			75	150		
Fire tongs, iron (n. o. s.), in packages .....	3	2	5	5	50	b 65	30	30
Fish, canned (n. o. s.), boxed .....	4	3	5	5	35	b 50	30	30
Fish, herring, smoked, in boxes or kegs .....	4	3	6	5	35	b 50	25	30
Fish, pickled or salted (n. o. s.), in packages .....	5	4	6	5	30	35	25	30
Fish, salted, in paper packages, packed in boxes .....	4	3	6	5	35	b 50	25	30
Fish, sardines or shadines, in cans, boxed .....	4	3	6	5	35	b 50	25	30
Fish, smoked, in packages .....	4	3	6	5	35	b 50	25	30
Flour, potato, in sacks or barrels, actual weight .....	4	3	6	5	35	b 50	25	30
Flour paste, in barrels .....	4	3	5	5	35	b 50	30	30
Flour scoops, wooden, boxed or crated .....	3	2			50	b 65		
Flour shovels, wooden, boxed or crated .....	3	2			50	b 65		
Flowerpots, earthen, in crates, tierces, casks, or hogsheads (c. l., minimum weight 24,000 pounds) .....	4	3	5	5	35	b 50	30	30
Frames, packing (paper), iron, in packages .....	4	3	5	5	35	50	30	30
Fruit, canned (n. o. s.), boxed .....	4	3	5	5	35	50	30	30
Fruit-jar rings, rubber, in packages .....	3	2	4	4	50	b 65	35	35

a Reduced by Supplement 2, as shown in table 7.

b Reduced by Supplement 3, as shown in table 8

TABLE 1.—*Changes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.*

Article.	Classification.				Rates per 100 pounds.			
	Less than carload.		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
<b>Furniture:</b>								
Chairs, cane, wood, or veneer seat, in the white, k. d., tops and legs separated, seats and backs nested, legs and rounds nested or k. d. and packed flat, in bundles, crates, or boxes (minimum weight 24,000 pounds)	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
			5	4			30	35
Towel racks, iron, or iron and wood combined, in boxes or barrels (minimum weight 24,000 pounds)							30	35
Towel racks, wooden, in boxes or barrels (minimum weight 24,000 pounds)			5	4			30	35
Chairs, cane, wood, or veneer seat, in the white, k. d., tops and legs separated, seats and backs nested, legs and rounds nested or k. d. and packed flat, in bundles, crates, or boxes.	3	2			50	a 65		
Towel racks, iron, or iron and wood combined, in boxes or barrels.	3	2			50	a 65		
Towel racks, wooden, in barrels or boxes	3	2			50	a 65		
<b>G.</b>								
Gas, oxygen, in iron or steel tubes or cylinders	3	2			50	a 65		
Gas tar, in barrels	4	4	6	5	35	35	25	30
Gas tar, in tank cars, to be furnished by shippers: minimum weight maximum capacity of tank; empty tanks returned free.			6	5			25	30
<b>Glass and glassware:</b>								
Common, window, over 80 united inches in dimension	3		5		50		30	
Common, window (n. o. s.), 80 united inches and under in dimension.	4		5		35		30	
Change to read: Common, window		3		5		50		30
Insulators, glass, in barrels or boxes	4	3	5	5	35	a 50	30	30
Glauber salts, in barrels	4	3	6	5	35	a 50	25	30
Glucose, in cans, packed in boxes or barrels	4	3	5	5	35	a 50	30	30
Glue, in barrels or casks (c. l., minimum weight 24,000 pounds)	4	3	5	5	35	a 50	30	30
Glue, liquid, in kegs, half barrels, barrels, or casks	4	3	5	5	35	a 50	30	30
Gluestock sizing or scraps, in barrels, bales, or sacks	4				35			
Change to read: Glue sizing, in kegs, half barrels, barrels, or casks		3				a 50		
Glue stock sizing or scraps.			5				30	
Change to read: Glue sizing, in kegs, half barrels, barrels, or casks				5				30
Grapes, in kegs, half barrels, or barrels (p. p.) (c. l., minimum weight 20,000 pounds)	2	1	3	2	65	75	50	b 65
Grape pomace	5	4			30	35		
Grape sugar, in boxes or barrels	4	4	6	5	35	35	25	30
Grass, sea, pressed, in bales (c. l., minimum weight 20,000 pounds)	1	1	6	5	75	75	25	30
Grease (n. o. s.), in boxes or barrels	4	3	5	5	35	a 50	30	30
Greenhouse pots, earthen, in crates, tierces, casks, or hogsheads (c. l., minimum weight 24,000 pounds)	4	3	5	5	35	a 50	30	30
Grindstones, loaded in box cars	4	3			35	a 50		
Grindstones and grindstone frames (k. d. flat or folded flat), securely crated or boxed	4	3			35	a 50		
Grindstone frames (k. d. and tied in bundles)	4	3			35	a 50		
Guts, hog or beef, in half barrels, barrels, or tierces.	4	3	5	5	35	a 50	30	30
<b>H.</b>								
Hair (n. o. s.), in barrels	2	1			65	75		
Hair, yarn, in compressed bales	3	1			50	75		
Hame sticks, in the white, in crates or boxes	4	3			35	a 50		
Hand pumps, iron (c. l., minimum weight 24,000 pounds)	3	2	5	5	50	65	30	30
Hemp, in bales (c. l., minimum weight 20,000 pounds)	4	3	5	5	35	a 50	30	30
<b>Hides, furs, pelts, robes, and skins:</b>								
Goatskins, pickled, in barrels	4	3			35	a 50		
Hogskins, pickled, in barrels	4	3			35	a 50		
Sheepskins, pickled, in barrels	4	3			35	a 50		
Hoof stuffing, in bulk, in tubs, kegs, half barrels, or barrels	4	3	5	5	35	a 50	30	30

a Reduced by Supplement 3, as shown in table 8.

b Reduced by Supplement 3, as shown in table 9.



TABLE 1.—*Changes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.*

Article.	Classification.				Rates per 100 pounds.			
	Less than carload.		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
	Class.	Class.	Class.	Class.	Cents.	Cents.	Cents.	Cents.
Hoofs, in packages.....	4	3			35	a 50		
Hoops, sieve or riddle rim, coiled (c. l., minimum weight 24,000 pounds) .....	3	2	5	5	50	65	30	30
Horn pith.....	4	3	5	5	35	a 50	30	30
Horn tips or ends, in packages.....	4	3			35	a 50		
Horns (n. o. s.), in packages.....	4	3			35	a 50		
House-door hangers, in packages.....	4	3	5	5	35	a 50	30	30
House movers' materials, consisting of capstans (second-hand), chains, jackscrews, pulleys, ropes, heavy timbers, wooden rollers, etc.....	4	3	5	5	35	a 50	30	30
I.								
Insulators, porcelain, in boxes, barrels, or casks.....	4	3	5	5	35	a 50	30	30
Iron and steel:								
Barn-door hangers.....	4	3	5	5	35	a 50	30	30
Barn or house door hanger tracks .....	4	3	5	5	35	a 50	30	30
Car replacers, iron .....	4	3	5	5	35	a 50	30	30
Clevises, iron or steel, for plows, cultivators, wagons, etc., in packages.....	4	3	5	5	35	a 50	30	30
Cocks, iron.....	4	3	5	5	35	a 50	30	30
Dumb-bells, iron, in crates, boxes, or barrels.....	4	3	5	5	35	a 50	30	30
Fence, steel, picket (k. d.), in bundles.....	4	3	5	5	35	a 50	30	30
Fencing and railing, iron (n. o. s., k. d.), in bundles.....	4	3	5	5	35	a 50	30	30
Fencing, wire, in rolls (c. l., minimum weight 24,000 pounds) .....	4	3	5	5	35	a 50	30	30
Fencing and railing, wrought-iron, in panels.....	4	3	5	5	35	a 50	30	30
Fifth wheels, packed in barrels or boxes .....	4	3			35	a 50		
Gluepots, iron.....	4	3	5	5	35	a 50	30	30
Hinges, iron or steel, in boxes, kegs, barrels, or casks.....	4	3	5	5	35	a 50	30	30
Hinges, iron or steel, securely wired together in bundles, weighing 15 pounds or over per bundle.....	4	3	5	5	35	a 50	30	30
Hinges, spring, iron or steel, in boxes, barrels, or casks.....	4	3	5	5	35	a 50	30	30
Hitching posts, iron (n. o. s.).....	4	3	5	5	35	a 50	30	30
Housings, iron, for iron and steel rolling-mill machinery .....	4	3	5	5	35	a 50	30	30
Hydrants and valves, iron .....	4	3	5	5	35	a 50	30	30
Lamp-posts, iron .....	4	3	5	5	35	a 50	30	30
Lightning rods and fixtures, iron, in boxes .....	4	3	5	5	35	a 50	30	30
Mauls, iron, in boxes, barrels, or casks .....	4	3			35	a 50		
Pans, dripping, sheet-iron, nested and tied with wire or marline.....	4	3	5	5	35	a 50	30	30
Pans, dripping, sheet-iron, nested, with stake supports, well secured .....	4	3	5	5	35	a 50	30	30
Pans, dripping, sheet-iron, nested, crated, or boxed.....	4	3	5	5	35	a 50	30	30
Pans, iron, nested, in boxes or barrels.....	4	3	5	5	35	a 50	30	30
Pans or skillets, iron or steel, nested, in boxes or barrels .....	4	3	5	5	35	a 50	30	30
Picks, iron or steel, in boxes or barrels .....	4	3	5	5	35	a 50	30	30
Railing, iron (n. o. s., k. d.), in bundles.....	4	3	5	5	35	a 50	30	30
Railing, wrought iron, in panels .....	4	3	5	5	35	a 50	30	30
Rail straighteners, iron, with handles, in crates.....	4	3			35	a 50		
Rolls, iron, for iron or steel rolling-mill machinery.....	4	3	5	5	35	a 50	30	30
Screws, iron, in boxes or kegs .....	4	3	5	5	35	a 50	30	30
Screws, steel, in boxes .....	4	3			35	a 50		
Shot, iron, chilled, in double bags, boxes, kegs, barrels, or casks.....	4	3	5	5	35	a 50	30	30
Skillets, iron or steel, nested, in boxes or barrels.....	4	3	5	5	35	a 50	30	30
Sledges, iron, in boxes or casks.....	4	3			35	a 50		
Springs, car, steel or volute .....	4	3	5	5	35	50	30	30
Springs, locomotive, iron or steel.....	4	3	5	5	35	50	30	30
Staples, iron, coppered or galvanized, in boxes or kegs.....	4		5		35		30	
Change to read:								
Staples, iron, coppered, in boxes or kegs .....		3		5		a 50		30
Staples, iron, galvanized, in boxes or kegs .....		4		5		35		30

a Reduced by Supplement 3, as shown in table 8.



TABLE 1.—*Changes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.*

Article.	Classification.				Rates per 100 pounds.			
	Less than carload.		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
<b>Iron and steel—Continued.</b>								
Steel, crushed, chilled or granulated, in double bags, boxes, kegs, barrels, or casks.	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
Switch or signal targets, railroad, iron.	4	3	5	5	35	b 50	30	30
Telegraph poles, iron. Rule 5C not to apply.	4	3	5	5	35	b 50	30	30
Track gauges, iron.	4	3	5	5	35	b 50	30	30
Trolley poles, iron, in the rough, without attachments or fixtures.	4	3	5	5	35	b 50	30	30
Valves, iron.	4	3	5	5	35	b 50	30	30
Vault and prison work, iron.	4	3	5	5	35	b 50	30	30
Vises, iron.	4	3	5	5	35	b 50	30	30
Water gates, iron.	4	3	5	5	35	b 50	30	30
Wheels, iron or steel, machine finished (n. o. s.).	3		5		50		30	
Change to read: Wheels, iron or steel, machine finished (n. o. s.) (c. l., weight 24,000 pounds).		2		5		b 65		30
Wheels, propeller, iron.	3		5		50		30	
Change to read: Wheels, propeller, iron (c. l., minimum weight 24,000 pounds).		2		5		b 65		30
Wheels, water, iron (n. o. s.).	3		5		50		30	
Change to read: Wheels, water, iron (n. o. s.) (c. l., minimum weight 24,000 pounds).		2		5		b 65		30
Wire, iron, coppered or galvanized.	4		5		35		30	
Change to read:								
Wire, iron, coppered.		3		5		b 50		30
Wire, iron, galvanized.		4		5		35		30
Wire fencing, in rolls (c. l., minimum weight 24,000 pounds).	4	3	5	5	35	50	30	30
Wire rope, iron or steel, on reels or in coils.	4	3	5	5	35	b 50	30	30
Wrenches (n. o. s.), boxed.	4	3			35	b 50		
<b>J.</b>								
Jacks, car or track.	4	3	5	5	35	b 50	30	30
Jacks or jackscrews, iron, boxed.	4	3			35	b 50		
Japan wax.	4	3	5	5	35	b 50	30	30
Jute butts.	4	4	6	5	35	35	25	30
Jute yarn, in bales.	3	a 1			50	75		
<b>K.</b>								
Kennels, dog or poultry (k. d., flat or folded flat), crated or boxed (c. l., minimum weight 24,000 pounds).	3	2	5	5	50	b 65	30	30
Key blanks, iron or steel, in the rough, unfinished, in boxes, kegs, barrels, or casks.	4	3	5	5	35	b 50	30	30
Knobs, door or furniture, mineral, in boxes, barrels, or casks.	4	3	5	5	35	b 50	30	30
<b>L.</b>								
Land plasters (n. o. s.).	5	4	6	6	30	35	25	25
Land plaster, medicated (bug killer), in barrels.	4	3	5	5	35	b 50	30	30
Lard, in stoneware.	2	1	5	5	65	75	30	30
Lard, in cans or pails, loose.	3	2	5	5	50	b 65	30	30
Lard, in cans or pails, crated or boxed.	4	3	5	5	35	b 50	30	30
Lard, in boxes or barrels.	4	3	5	5	35	b 50	30	30
Lard, in tubs.	4	3	5	5	35	b 50	30	30
Lasts, iron (n. o. s.), in boxes, barrels, or casks.	4	3	5	5	35	b 50	30	30
Lasts, lap, iron, in boxes or barrels.	4	3	5	5	35	b 50	30	30
Last stands, iron, in boxes, barrels, or casks.	4	3	5	5	35	b 50	30	30
Lawn mowers (k. d.), crated or boxed, handles in bundles (c. l., minimum weight 24,000 pounds).	3	2	5	5	50	b 65	30	30
Lightning rods and fixtures, combination copper and iron, in boxes.	4	3			35	b 50		
Lime (n. o. s.), in barrels or casks.	5	4			30	35		
Lime, medicated (bug killer), in barrels.	4	3	5	5	35	b 50	30	30
Lime water, in barrels.	4	3	5	5	35	b 50	30	30
Liquors, alcohol, high wines, and whisky (n. o. s.), in wood.	3	2	4	4	50	b 65	35	35
Locomotive netting or spark arrester, in rolls.	4	3	5	5	35	b 50	30	30
Locomotive smoke box fronts, iron or steel.	4	3	5	5	35	b 50	30	30
Locomotive springs, iron or steel.	4	3	5	5	35	b 50	30	30
Lye, concentrated.	4	3	5	5	35	b 50	30	30

a Reduced by Supplement 2, as shown in table 7.

b Reduced by Supplement 3, as shown in table 8.

TABLE 1.—*Changes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.*

Article.	Classification.				Rates per 100 pounds.			
	Less than carload.		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
M.								
Machinery, machines and mills:								
Cotton gins, taken apart and boxed (c. l., minimum weight 24,000 pounds) .....	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
Iron ore, rock, or stone crushers .....	3	2	5	5	50	a 65	30	30
Machine, sewing (s. u.), boxed or racked .....	4	3	5	5	35	50	30	30
Machine, sewing, entirely k. d. and boxed or racked .....	1				75			
Change to read: Machines, sewing, crated or boxed .....	2				65			
Machines, sewing (s. u.) (minimum weight 12,000 pounds). Rule 5C not to apply .....		1				75		
Machine, sewing (k. d.), crated or boxed (minimum weight 24,000 pounds) .....			2				65	
Change to read: Machines, sewing (minimum weight 16,000 pounds). Rule 5C not to apply .....			4				35	
Machinery, rolling mill, iron, rough (c. l., minimum weight 24,000 pounds) .....				3				50
Machinery, belt fasteners, iron or steel, in boxes, barrels, or casks .....	4	3	5	5	35	a 50	30	30
Magnesia, in boxes or kegs .....	4	3	5	5	35	a 50	30	30
Change to read: Magnesia, in boxes or kegs (c. l., minimum weight 20,000 pounds) .....	2		5		65		30	
Magnesia, in bags, barrels, or casks .....	4		5		35		30	
Change to read: Magnesia, in bags, barrels, or casks (c. l., minimum weight 20,000 pounds) .....		2		4		65		35
Magnesite, in bags, barrels, or casks .....	4	3	5	5	35	a 50	30	30
Mangers, stable, iron, loose (c. l., minimum weight 24,000 pounds) .....	3	2	5	5	50	a 65	30	30
Mangers, stable, iron, in crates or boxes (c. l., minimum weight 24,000 pounds) .....	4	3	5	5	35	a 50	30	30
Marble or granite blocks or slabs, chiseled, polished, or dressed, boxed, valuation restricted to 40 cents per cubic foot .....	4	3	5	5	35	a 50	30	30
Marble or granite blocks or slabs, sawed or hammered, boxed or not boxed, valuation restricted to 40 cents per cubic foot .....	4	3	5	5	35	a 50	30	30
Marble or granite tombstones or monuments, boxed or crated, valuation restricted to 40 cents per cubic foot .....	4	3	5	5	35	a 50	30	30
(Cut stone, marble tombstones, monuments, and statuary, in pieces, weighing 3 tons or over, to be loaded and unloaded at risk and expense of shipper and consignee.)								
Mast arms, poles and pole irons, electric-light or railway iron .....	4	3	5	5	35	a 50	30	30
Mats and rugs, grass, in bales (c. l., minimum weight 24,000 pounds) .....	2	1	4	4	65	75	35	35
Matting (n. o. s.) (c. l., minimum weight 24,000 pounds) .....	2	1	4	4	65	75	35	35
Matting, cocoa, hemp, jute, or pine fiber (c. l., minimum weight 24,000 pounds) .....	2	1	4	4	65	75	35	35
Measuring pumps, iron (c. l., minimum weight 24,000 pounds) .....	3	2	5	5	50	a 65	30	30
Meats:								
Beef in barrels, 374 pounds per barrel (see note under tripe) .....	4	3	5	5	35	a 50	30	30
Beef in tierces .....	4	3	5	5	35	a 50	30	30
Cattle or ox tails (edible), dried or salted, in boxes, barrels, or casks .....	4	3	5	5	35	a 50	30	30
Livers, pickled, in barrels or casks .....	4	3	5	5	35	a 50	30	30
Meats, canned (n. o. s.), boxed .....	4	3	5	5	35	a 50	30	30
Meats, dried (n. o. s.), in boxes, barrels, or casks .....	4	3	5	5	35	a 50	30	30
Meats, potted, in glass or earthenware, boxed (c. l., minimum weight 20,000 pounds) .....	2	1	3	3	65	75	50	50
Meats, potted, in cans, boxed .....	4	3	5	5	35	a 50	30	30
Meats, salted, boxed .....	4	3	5	5	35	a 50	30	30
Meats, smoked (except tongues), in barrels, boxes, or casks .....	4	3	5	5	35	a 50	30	30
Pork, pickled, in barrels, 374 pounds per barrel (see note under tripe) .....	4	3	5	5	35	a 50	30	30

a Reduced by Supplement 3, as shown in table 8.

TABLE 1.—*Changes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.*

Article.	Classification.				Rates per 100 pounds.			
	Less than carload.		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
<b>Meats—Continued.</b>								
Sausage, bologna or smoked, in barrels, boxes, casks, or kegs	4	3	5	5	35	b 50	30	30
Sausage, canned	4	3	5	5	35	b 50	30	30
Tongues, lambs', in glass or earthenware, boxed (c. l., minimum weight 20,000 pounds)	2	1	3	3	65	75	50	50
Tongues, pickled, in barrels or casks	4	3	5	5	35	b 50	30	30
Tripe, pickled, in barrels or kegs	4	3	5	5	35	b 50	30	30
(Beef and pork, in barrels, actual weight, except when weight can not be ascertained, when the minimum weight will be 374 pounds per barrel.)								
Meat preserving compound, in kegs, barrels, or casks	4	3	5	5	35	b 50	30	30
Mill cogs, wooden, in boxes or barrels	3	2			50	b 65		
Mill dogs, wood	3	2			50	b 65		
Mince-meats, in buckets, cans, kits, pails, or tubs	3	2	5	5	50	b 65	30	30
Mince-meats, in buckets, cans, kits, pails, or tubs, boxed or with top of box slatted	4	3	5	5	35	b 50	30	30
Mince-meats, in kegs, half barrels, or barrels	4	3	5	5	35	b 50	30	30
Mineral water, in wood	4	3	5	5	35	b 50	30	30
Mineral water carriers, empty or containing empty bottles (c. l., minimum weight 20,000 pounds)	3		5		50		30	
Change to read: Mineral water carriers, empty or containing empty bottles (c. l., minimum weight 20,000 pounds)		a 2		5		b 65		30
(The above rating will apply only upon shipments of wooden boxes with compartments therein available for the transportation of liquids in glass or the return of empty bottles.)								
Mineral wax, crude	4	3	5	5	35	b 50	30	30
Molasses, in cans, packed in boxes or barrels	4	3	5	5	35	b 50	30	30
Mortar stains or colors (n. o. s.), in kegs, half barrels, barrels, or casks	4	4	6	5	35	35	25	30
Moss, nursery (c. l., minimum weight 24,000 pounds)	3	3	6	5	50	50	25	30
Moss, peat (c. l., minimum weight 24,000 pounds)	3	3	6	5	50	50	25	30
<b>O.</b>								
Oil, creosote, in wood	4	3	6	5	35	b 50	25	30
Oil, creosote, in tank cars to be furnished by shippers; minimum weight maximum capacity of tank; empty tanks returned free			6	5			25	30
Oil, petroleum, kerosene, carbon, mineral, or coal; benzine, benzole, gasoline, and naphtha, in wood	3	2			50	65		
Oil, pine, in tank cars to be furnished by shippers; minimum weight maximum capacity of tank; empty tanks returned free			6	5			25	30
Ore, rock, or stone crushers, iron	4	3	5	5	35	50	30	30
Ore washers (k. d.) (c. l., minimum weight 24,000 pounds)	4	3	5	5	35	b 50	30	30
Oxide of iron, in kegs, barrels, or casks	4	4	6	5	35	35	25	30
Oysters, spice or cove, in cans, boxed	4	3	5	5	35	b 50	30	30
Oyster shells, ground, in burlap or cotton bags, barrels, or casks	4	a 3	6	6	35	50	25	25
<b>P.</b>								
Paints, earth, iron, metallic, mineral, or ocher (not zinc or zinc oxide), dry, in bags, kegs, half barrels, barrels, or casks	4	4	6	5	35	35	25	30
Paper-packing frames, iron, in packages	4	3	5	5	35	b 50	30	30
Paraffine wax	4	3	5	5	35	b 50	30	30
Peas, dried, coarse, in bulk			6	a 5			25	30
Pea hulls, in barrels or sacks	5	4			30	35		
Pea hulls (minimum weight 24,000 pounds)			6	5			25	30
Pea hulls, in bulk (15,000 pounds and over, and less than 24,000 pounds)	5	4			30	35		
Picker sticks, wooden, for use in woolen mills (c. l., minimum weight 24,000 pounds)	4	3	5	5	35	b 50	30	30
Pigs' feet, packed	4	3	5	5	35	b 50	30	30
Pigs' feet, pickled	4	3	5	5	35	b 50	30	30
Pitch (n. o. s.)	4	4	6	5	35	35	25	30
Pokers and shovels, fire, iron (n. o. s.), in packages	3	2	5	5	50	b 65	30	30

a Reduced by Supplement 2, as shown in table 7.

b Reduced by Supplement 3, as shown in table 8.



TABLE 1.—*Changes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.*

Article.	Classification.				Rates per 100 pounds.			
	Less than carload.		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
Posts, hitching, iron (n. o. s.).....	4	3	5	5	35	50	30	30
Potash balls.....	4	3	5	5	35	b 50	30	30
Potato sorters (k. d., flat), in bundles, crates, or boxes (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	b 65	30	30
Pots, glue, iron.....	4	3	5	5	35	50	30	30
Pots, greenhouse, earthen, in crates, tierces, casks, or hogsheads (c. l., minimum weight 24,000 pounds).....	4	3	5	5	35	50	30	30
Potters' pins and stilts, in barrels or hogsheads.....	4	3			35	b 50		
Powders, soap, dry, in packages.....	4	3	6	5	35	b 50	25	30
Powders, washing, dry, in packages.....	4	3	6	5	35	b 50	25	30
Preserves, in buckets, cans, kits, pails, or tubs.....	3		5		50		30	
Preserves, in buckets, cans, kits, pails, or tubs, boxed, or in top of box, slatted.....	4		5		35		30	
Preserves, in kegs, half barrels, or barrels.....	4		5		35		30	
Change to read:								
Preserves, in buckets or pails, loose.....		2		5		b 65		30
Preserves, in buckets or pails, crated or boxed.....		3		5		b 50		30
Preserves, in kegs, barrels, or casks.....		3		5		b 50		30
Pumps, hand, iron (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	b 65	30	30
R.								
Riddle or sieve rims, in bundles.....	3	2			50	b 65		
Riddle or sieve rim hoops, coiled (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	b 65	30	30
Rigging, loose.....	4	3			35	b 50		
Rivets, iron, coppered, in boxes or kegs.....	4	3	5	5	35	b 50	30	30
Road graders, on wheels (s. u.) (c. l., minimum weight 24,000 pounds).....	1	1½	5	5	75	112½	30	30
Road graders, wheels detached (c. l., minimum weight 24,000 pounds).....	2	1	5	5	65	75	30	30
Road graders, without wheels (s. u.) (c. l., minimum weight 24,000 pounds).....	2	1	5	5	65	75	30	30
Road graders, without wheels (k. d.) (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	b 65	30	30
Road-scraper blades, steel.....	3	2	5	5	50	b 65	30	30
Rod grease or wax, in barrels.....	4	3	5	5	35	b 50	30	30
Rods, iron or steel, brass or copper covered, in packages.....	4	3	5	5	35	b 50	30	30
Roofing felt or paper, in rolls, bundles, or crates.....	4	3	5	5	35	b 50	30	30
Rotten stone.....	4	3	5	5	35	b 50	30	30
Rubber, scrap.....	4	4	6	5	35	35	25	30
Rubber heels (for boots and shoes), in boxes.....	3	2			50	b 65		
S.								
Sad irons, in barrels or boxes.....	4	3	5	5	35	b 50	30	30
Salt, in barrels.....	5	4			30	35		
Sand (n. o. s.), in bags or barrels.....	5	4			30	35		
Scales, hopper, stationary (k. d.) (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	b 65	30	30
Scales, wagon or track (k. d.) (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	b 65	30	30
Scales, warehouse platform, stationary (k. d.) (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	b 65	30	30
Scales, beams, and weights, boxed (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	b 65	30	30
School slates (n. o. s.).....	4	3	5	5	35	b 50	30	30
Scoops, combined wood and iron or tin, in crates, boxes, or barrels (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	b 65	30	30
Scoops, potato or corn, in bundles.....	3	2			50	b 65		
Scorifiers, earthen, in barrels or hogsheads.....	4	3			35	b 50		
Scythe stones, boxed.....	4	3			35	b 50		
Sealing wax, fruit can or fruit jar, in boxes or barrels.....	4	3	5	5	35	50	30	30
Sewer-gas traps, iron.....	4	3	5	5	35	b 50	30	30
Shavings (p. p.) (for purifying gas), in sacks (c. l., minimum weight 24,000 pounds).....	3	2	6	5	50	b 65	25	30
Shavings, wood, in bales (c. l., minimum weight 20,000 pounds).....	2	2	6	a 5	65	65	25	30

a Reduced by Supplement 2, as shown in table 7.

b Reduced by Supplement 3, as shown in table 8.



TABLE 1.—*Changes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.*

Article.	Classification.				Rates per 100 pounds.			
	Less than carload.		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
Shavings, wood, in bulk (minimum weight 20,000 pounds).....	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
Shells, block, wood.....	4	3	6	a 5	35	50	25	30
Ship knees (c. l., minimum weight 24,000 pounds).....	4	3	5	5	35	b 50	30	30
Shooting-gallery targets, iron, in packages (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	65	30	30
Shot, in double bags.....	4	3	5	5	35	b 50	30	30
Shot, in kegs.....	4	3	5	5	35	b 50	30	30
Shot and bullets, in boxes.....	4	3	5	5	35	30	30	30
Change to read: Shot, in boxes.....	3	2	5	5	b 50	30	30	30
Shovels and spades, in packages.....	3	2	5	5	50	b 65	30	30
Shovels, scoop, with wooden handles, nested, in bundles (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	b 65	30	30
Signals, semaphores, train order (k. d.), in packages (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	b 65	30	30
Silicate slates, boxed (c. l., minimum weight 24,000 pounds).....	4	3	5	5	35	b 50	30	30
Sinews.....	4	3	5	5	35	b 50	30	30
Slate lintels, window sills, copings, stairways, floor tiles, and ridge poles.....	4	3	5	5	35	b 50	30	30
Slats, trunk, wooden (c. l., minimum weight 24,000 pounds).....	4	3	5	5	35	b 50	30	30
Soap, in packages.....	4	3	6	5	35	b 50	25	30
Soap, soft.....	4	3	6	5	35	b 50	25	30
Soap extract, dry, in packages.....	4	3	6	5	35	b 50	25	30
Soapstone.....	4	3	6	5	35	b 50	25	30
Soap tablets, in packages.....	4	3	6	5	35	b 50	25	30
Spool heads, wooden, in the rough, in bags, crates, boxes, or barrels (c. l., minimum weight 24,000 pounds).....	4	3	5	5	35	b 50	30	30
Spool wood, in bundles (c. l., minimum weight 24,000 pounds).....	4	3	5	5	35	b 50	30	30
Spoons, tin or tinned iron, boxed.....	3	2	5	5	50	b 65	30	30
Springs, wringer (not coiled), iron or steel.....	4	3	5	5	35	b 50	30	30
Starch, in sacks, boxes, or barrels.....	4	3	6	5	35	b 50	25	30
Starch, ground, in barrels.....	4	3	6	5	35	b 50	25	30
Statuary, bronze or metal, packed in boxes, barrels, or casks, net invoice value not to exceed \$50 per package, to be so expressed in shipping receipt by shipper.....	1	1	75	75	75	75	25	30
Same, net invoice value exceeding \$50 per package.....	D1	D1	150	150	150	150	25	30
Change to read: Statuary, bronze or metal, packed in boxes, barrels, or casks.....	4	3	5	5	35	b 50	30	30
Stearine, in sacks, barrels, or tierces.....	4	3	5	5	35	b 50	30	30
Stereotype backing powder, in packages.....	4	3	5	5	35	b 50	30	30
Stone, pumice, ground or unground.....	4	3	5	5	35	b 50	30	30
Stone boats (c. l., minimum weight 24,000 pounds).....	4	3	5	5	35	b 50	30	30
Stone, whet, sand.....	4	3	5	5	35	50	30	30
Straw (n. o. s.), pressed in bales (c. l., minimum weight 20,000 pounds). Rules 5C and 5E not to apply.....	1	1	6	75	75	75	25	30
Change to read: Straw (n. o. s.), pressed in bales (c. l., minimum weight 20,000 pounds). Rule 5C not to apply.....	1	1	5	75	75	75	25	30
Sugar (n. o. s.), in boxes, bags, half barrels, or barrels (n. o. s.).....	4	4	6	5	35	35	25	30
Sulphate of iron.....	4	4	6	5	35	35	25	30
Syrup, in cans, packed in boxes or barrels.....	4	3	5	5	35	b 50	30	30
T.								
Tallow.....	4	3	5	5	35	b 50	30	30
Tanks, galvanized iron (n. o. s.) (c. l., minimum weight 20,000 pounds).....	1½	1½	4	112½	112½	112½	35	30
Change to read: Tanks, galvanized iron (n. o. s.) (c. l., minimum weight 16,000 pounds).....	D1	D1	3	150	150	150	25	30
Tar (n. o. s.), in buckets or kegs.....	2	2	6	5	65	65	25	30
Tar (n. o. s.), in barrels.....	4	4	6	5	35	35	25	30
Tar, candle, in barrels.....	3	4	5	5	50	35	30	30
Target, shooting gallery, iron, in packages (c. l., minimum weight 24,000 pounds).....	3	2	5	5	50	b 65	30	30
Telegraph insulators, glass in barrels or boxes.....	4	3	5	5	35	50	30	30

a Reduced by Supplement 2, as shown in table 7.

b Reduced by Supplement 3, as shown in table 8.

TABLE 1.—*Changes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.*

Article.	Classification.				Rates per 100 pounds.			
	Less than carload.		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
Tiling, floor or facing, encaustic or plain, glazed or unglazed, in packages	<i>Class.</i> 4	<i>Class.</i> 3	<i>Class.</i> 5	5	<i>Cents.</i> 35	<i>b</i> 50	30	<i>Cents.</i> 30
Tiling, marble and slate, boxed	4	3			35	<i>b</i> 50		
Tin dairy pails, nested, packed in crates or cases (c. l., minimum weight 20,000 pounds)	3		4		50		35	
Change to read: Tin dairy pails, nested, packed in crates or cases (c. l., minimum weight 24,000 pounds)		2		4		<i>b</i> 65		35
Tin or metal foil battle caps (n. o. s.), in boxes	2	2		4	65	65		35
Tin straps or fasteners, in boxes or barrels	4	3	5	5	35	<i>b</i> 50	30	30
Tin strips, in barrels or boxes	4	3	5	5	35	<i>b</i> 50	30	30
Tinware (n. o. s.), nested, in crates, boxes, or barrels	3	2			50	<i>b</i> 65		
Tobacco stems, compressed, in bales (minimum weight 24,000 pounds)			6	<i>a</i> 5			25	30
Tomatoes, canned, boxed	4	3	5	5	35	<i>b</i> 50	30	30
Tow, in boxes or bales	4	3			35	<i>b</i> 50		
Tracking, overhead, iron (for packing houses, warehouses, etc.)	4	3	5	5	35	<i>b</i> 50	30	30
Trays or waiters, tin or sheet iron, japanned, boxed	3	2			50	<i>b</i> 65		
Trucks, hand, two-wheeled (c. l., minimum weight 24,000 pounds)	3	2	4	4	50	<i>b</i> 65	35	35
Trucks, hand, four-wheeled, without sides, stakes, or hand rails (c. l., minimum weight 24,000 pounds)	3	2	4	4	50	<i>b</i> 65	35	35
Turpentine, in tank cars, to be furnished by shipper; minimum weight maximum capacity of tank; empty tanks returned free			6	5			25	30
V.								
Vacuum pans, fixtures, and parts (c. l., minimum weight 24,000 pounds)	2	2	4	5	65	65	35	30
Vegetable wax (n. o. s.)	4	3	5	5	35	<i>b</i> 50	30	30
Vegetable and garden roots:								
Cabbage, in crates or hogsheds (p. p.)	4	3			35	<i>b</i> 50		
Pumpkins, in packages (p. p.)	4	3			35	<i>b</i> 50		
Tomatoes (c. l., minimum weight 20,000 pounds)	1		4		75		35	
Change to read:								
Tomatoes, in baskets with wooden tops (c. l., minimum weight 20,000 pounds)		1		4		75		35
Tomatoes, in baskets without wooden tops (c. l., minimum weight 20,000 pounds)		1½		4		112½		35
Tomatoes (n. o. s.) (c. l., minimum weight 20,000 pounds)		1		4		75		35
Vegetable or garden roots, winter:								
Bects, carrots, onions, parsnips, squash, and turnips (p. p.) (c. l., minimum weight 24,000 pounds)	4	3	5	5	35	<i>b</i> 50	30	30
Vegetables, canned (n. o. s.), boxed	4	3	5	5	35	50	30	30
Vehicles (k. d.):								
Vehicles of all kinds (n. o. s.), in carloads			4	<i>a</i> 3			35	50
Vehicles (n. o. s.), two-wheeled or four-wheeled, (k. d.), crated or boxed, shafts or poles wrapped, wheels inside or outside if bundled or crated flat, as follows:								
Package, not to exceed 30 inches in height and 94 inches in length	1	1½			75	112½		
Package exceeding 30 inches in height, but not exceeding 50 inches in height, and not exceeding 94 inches in length	1½	D1			112½	150		
Package not exceeding 30 inches in height, but exceeding 94 inches in length	1½	D1			112½	150		
Package exceeding 30 inches, but not exceeding 50 inches, in height and exceeding 94 inches in length	D1	2½t1			150	187½		
Package (n. o. s.)	2½t1	3t1			187½	225		
Poles, buggy, carriage, or wagon, finished (minimum weight 24,000 pounds)			4				35	
Change to read: Poles, buggy, carriage, or wagon, finished (minimum weight 16,000 pounds)				3				<i>c</i> 50

*a* Reduced by Supplement 2, as shown in table 7.*b* Reduced by Supplement 3, as shown in table 8.*c* Reduced by Supplement 3, as shown in table 9.

TABLE 1.—Changes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.

Article.	Classification.				Rates per 100 pounds.			
	Less than carload.		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
Vehicles (k. d.)—Continued.								
Shafts or thills, buggy, carriage, or wagon, finished (minimum weight 24,000 pounds) .....	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
— Change to read: Shafts or thills, buggy, carriage, or wagon, finished (minimum weight 16,000 pounds) .....				4			35	
Sleigh material, wooden, finished (n. o. s.) (minimum weight 24,000 pounds) .....			4				35	
— Change to read: Sleigh material, wooden, finished (n. o. s.) (minimum weight 16,000 pounds) .....				3				c 50
Wagon material, finished (n. o. s.) (minimum weight 24,000 pounds) .....			4				35	
— Change to read: Wagon material, finished (n. o. s.) (minimum weight 16,000 pounds) .....				3				c 50
Wheels, carriage or wagon (n. o. s.), finished or unfinished (minimum weight 20,000 pounds) .....			4				35	
— Change to read: Wheels, carriage or wagon (n. o. s.), finished or unfinished (minimum weight 16,000 pounds) .....				a 3				50
Springs, carriage or wagon .....	4	3			35	b 50		
Vinegar, in tank cars, to be furnished by shippers; minimum weight maximum capacity of tank; empty tanks returned free .....			4	5			35	30
Vinegar shavings or chips, wooden (c. l., minimum weight 24,000 pounds) .....	3	2	6	5	50	b 65	25	30
Vitriol, oil of, in iron drums .....	4	3	5	5	35	b 50	30	30
W.								
Washstands, iron, boxed (c. l., minimum weight 24,000 pounds) .....	3	2	4	4	50	b 65	35	35
Wheelbarrows, iron or wood, with legs and wheels packed separately or in trays .....	3	2			50	b 65		
Wheelbarrows, iron or wood (k. d., flat), legs, wheels, and handles detached and fastened to barrows .....	3	2			50	b 65		
Wheelbarrows, iron or wood (k. d.), trays nested and strapped, legs, wheels, and handles packed separately .....	3	2			50	b 65		
Wheelbarrows, iron or wood (k. d., flat), legs, wheels, and handles detached and packed separately (c. l., minimum weight 20,000 pounds) .....	3	2	5	5	50	b 65	30	30
Windmills (k. d.) (c. l., minimum weight 24,000 pounds) .....	3	2	5	5	50	b 65	30	30
Windmill towers, iron or steel (k. d.) (c. l., minimum weight 24,000 pounds) .....	3	2	5	5	50	b 65	30	30
Windlasses (c. l., minimum weight 24,000 pounds) .....	3	2	5	5	50	b 65	30	30
Wood alcohol, in iron drums .....	3	2	4	4	50	b 65	35	35
Wood alcohol, in wood .....	3	2	4	4	50	b 65	35	35
Y.								
Yacht knees (c. l., minimum weight 24,000 pounds) .....	4	3	5	5	35	b 50	30	30

a Reduced by Supplement 2, as shown in table 7.

b Reduced by Supplement 3, as shown in table 8.

c Reduced by Supplement 3, as shown in table 9.

Table 1 shows all the changes, whether increases or decreases, by comparing the classification given to each of the affected commodities in No. 20 and the rate applied thereto in consequence of such classification with the classification of the same commodities in No. 19 and the resulting rates. This is the most important table in the group, as



it brings prominently forward all the features which led to the dissatisfaction of the shippers and to their subsequent endeavors to obtain readjustments. An attempt has been made to present these changes so that their significance may be at once completely grasped and their relative importance properly weighed. Changes in freight rates between Chicago and New York caused by these changes in classes are also given. For example, the first article appearing in the table—carbolic acid—is changed from class 4 to class 3. The rate on 100 pounds of merchandise in less than carload quantities between Chicago and New York in class 4 is 35 cents, while the rating for articles in class 3 for the same amount and between the same points is 50 cents. This means an increased charge of 15 cents on every 100 pounds of carbolic acid shipped between Chicago and New York in less than carload quantities. All other changes have been similarly treated. A glance at the table will show that the first four columns have been devoted to a comparison of classes in Classifications Nos. 19 and 20 in both carload and less than carload quantities, while the last four show the modifications in rates on the same article between Chicago and New York caused by these class differences.

Upon examination of the figures found in this table it will be seen that there are 513 increases in less than carload classes and 91 increases in carload classes, making a total in all of 604 advances in class rating. Among the increases in less than carload quantities, 104 may be said to relate to shipments of any quantity, for although only appearing in the less than carload column of the classification, they are meant to cover shipments of both kinds.

Agricultural implements in less than carload quantities were greatly affected by these changes and 74 increases in class appear in this division, which is more than 14 per cent of the total number of less than carload changes.

Agricultural products are somewhat increased in rating owing to the general advance in class, but as compared with agricultural implements the increase is small. So many products of the soil are given special commodity rates that an intelligent study of the increase or decrease in the cost of their transportation could hardly be made by a comparison of the classifications.

A great many of the increases found in this table have been modified, and in a few cases entirely eliminated, by the subsequent issues of Supplements 2 and 3 to Official Classification No. 20. These supplements went into effect March 10, 1900, and have been made the basis of tables 7, 8, and 9, in an endeavor to show how far they tend to restore the rates as they existed under last year's classifications.

The reductions in class are very small, being but 5 in number, and are not of a significant nature so far as the agriculturist is concerned.



TABLE 2.—*Number of changes, by classes, in Official Classification No. 20.*

[EXPLANATION OF TERMS.—The meaning of the terms used in table, which are those of the Official Classification Committee, is as follows:

D1, double first class.

1, first class.

1½, one and one-half times first class.

2, second class.

2½t1, two and one-half times first class.

3, third class.

3t1, three times first class.

4, fourth class.

5, fifth class.

6, sixth class.]

Classes.	Any quantity.	Less than carload.	Carload.
	Number.	Number.	Number.
Advances:			
2½t1 to 3t1 .....	1	0	0
D1 to 2½t1 .....	1	0	0
1½ to D1 .....	2	1	0
1 to D1 .....	3	2	0
1 to 1½ .....	2	2	0
2 to 1 .....	5	20	0
3 to 1 .....	2	1	0
3 to 2 .....	41	125	1
4 to 3 .....	41	255	12
5 to 4 .....	6	3	7
6 to 5 .....	0	0	71
Reductions:			
D1 to 1 .....	1	0	0
3 to 4 .....	0	1	0
4 to 5 .....	0	0	3

Table 2 consists of a summary of all advances and reductions found in table 1, arranged in such a manner as to show relatively the extent of modification to which each class has been subjected.

Class 4 appears to be more heavily affected than all other classes combined, there being about 51 per cent of the total number of advances made from this class to class 3. Next in order come the changes from class 3 to class 2, with nearly 28 per cent of all advances. The remaining 21 per cent is distributed among the other classes, advances in carload classes from 6 to 5 including nearly 12 per cent.

This summary plainly shows that outside the first two divisions of classes the advances were comparatively few, and that so far as the remaining changes in less than carload classes were concerned, 5 per cent would cover them all.

TABLE 3.—*Increases in carload classes made in Official Classification No. 20, compared with Official Classification No. 19.*

[EXPLANATION OF TERMS.—The meaning of the terms used in table, which are those of the Official Classification Committee, is as follows:

s. u., set up.	3, third class.
c. l., carload.	4, fourth class.
k. d., knocked down.	5, fifth class.
p. p., prepared.	6, sixth class.
n. o. s., not otherwise specified.	

"Old" at head of columns refers to classes and rates as they existed under Official Classification No. 19, which covered a period extending from July 1, 1899, to December 31, 1899, inclusive. "New" refers to classes and rates as they exist under Official Classification No. 20, effective January 1, 1900, with the exception of such modifications as have been caused by supplements issued subsequent to that date.]

Article.	Carload.			
	Classifica- tion.		Rates per 100 pounds.	
	Old.	New.	Old.	New.
<b>A.</b>				
Actinolite ore, ground, in bags	Class. 6	Class. 5	Cents. 25	30
Ale and beer carriers, empty: Bottles, in cases, barrels, or casks	6	5	25	30
Asbestos, cement	6	5	25	30
Autographic register machines, crated or boxed (c. l., minimum weight 24,000 pounds)	4	3	35	50
Automatic registering machines, crated or boxed (c. l., minimum weight 24,000 pounds)	4	3	35	50
<b>B.</b>				
Barrels, casks, and tierces, empty, all kinds, new and old (n. o. s.) (minimum weight 16,000 pounds). Rule 5C not to apply	6	5	25	30
Basket material (n. o. s.) not rattan, reed, or willow (minimum weight 24,000 pounds)	6	5	25	30
Blue vitriol	6	5	25	30
Boards, cloth, wooden, for wrapping cloth, in bundles or crates (c. l., minimum weight 24,000 pounds)	6	5	25	30
Buckets, galvanized iron, nested in bundles or racks (c. l., minimum weight 24,000 pounds)	5	4	30	35
<b>C.</b>				
Cartridge shells, paper or metallic (c. l., minimum weight 24,000 pounds)	4	3	35	50
Cash registers, crated or boxed (c. l., minimum weight 24,000 pounds)	4	3	35	50
Cement, boiler covering (n. o. s.), in bags	6	5	25	30
Cement, magnesite	6	5	25	30
Coal tar	6	5	25	30
Coal tar, in tank cars to be furnished by shippers; minimum weight maximum capacity of tank; empty tanks returned free	6	5	25	30
Cocanut husks (c. l., minimum weight 24,000 pounds)	6	5	25	30
Cocanut skin shavings or refuse, in bags or barrels (c. l., minimum weight 24,000 pounds)	6	5	25	30
Coffee, in single or double sacks	6	5	25	30
Coffee, ground or roasted (c. l., minimum weight 24,000 pounds)	6	5	25	30
Coke tar, in packages	6	5	25	30
Copperas	6	5	25	30
Corncocks (minimum weight 20,000 pounds)	6	5	25	30
Corn husks, in bales (c. l., minimum weight 20,000 pounds)	6	5	25	30
Corrosive pots	6	5	25	30
Cotton-seed hulls or motes, machine compressed, in bales	6	5	25	30
Creosote in wood	6	5	25	30
Crystals, washing	6	5	25	30
Curd, milk, dried, in bags or barrels (c. l., minimum weight 24,000 pounds)	6	5	25	30
<b>D.</b>				
Deer tongue (leaves), in compressed bales (c. l., minimum weight 20,000 pounds)	5	4	30	35
<b>E.</b>				
Epsom salts, in barrels	6	5	25	30
<b>F.</b>				
Fertilizers, tobacco, compressed in bales or sacks (minimum weight 24,000 pounds)	6	5	25	30
Fish, herring, smoked, in boxes or kegs	6	5	25	30

TABLE 3.—Increases in carload classes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.

Article.	Carload.			
	Classifica- tion.		Rates per 100 pounds.	
	Old.	New.	Old.	New.
	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>
Fish, pickled or salted (n. o. s.), in packages.....	6	5	25	30
Fish, salted, in paper packages, packed in boxes.....	6	5	25	30
Fish, sardines or shadines, in cans, boxed.....	6	5	25	30
Fish, smoked, in packages.....	6	5	25	30
Flour, potato, in sacks or barrels, actual weight.....	6	5	25	30
Furniture:				
Chairs, cane, wood or veneer seat, in the white (k. d.), tops and legs separated, seats and backs nested, legs and rounds nested or k. d. and packed flat, in bundles, crates, or boxes (minimum weight 24,000 pounds).....				
Towel racks, iron, or iron and wood combined, in boxes or barrels (minimum weight 24,000 pounds).....	5	4	30	35
Towel racks, wooden, in boxes or barrels (minimum weight 24,000 pounds).....	5	4	30	35
G.				
Gas tar, in barrels.....	6	5	25	30
Gas tar, in tank cars to be furnished by shippers; minimum weight maximum capacity of tank; empty tanks returned free.....	6	5	25	30
Glauber salts, in barrels.....	6	5	25	30
Grapes, in kegs, half barrels, or barrels (p. p.) (c. l., minimum weight 20,000 pounds).....	3	2	50	65
Grape sugar, in boxes or barrels.....	6	5	25	30
Grass, sea, pressed in bales (c. l., minimum weight 20,000 pounds).....	6	5	25	30
J.				
Jute butts.....	6	5	25	30
M.				
Machines, sewing (minimum weight 16,000 pounds).....	4	3	35	50
Magnesia, in boxes or kegs (c. l., minimum weight 20,000 pounds).....	5	4	30	35
Magnesia, in bags, barrels, or casks (c. l., minimum weight 20,000 pounds).....	5	4	30	35
Mortar stains or colors (n. o. s.), in kegs, half barrels, barrels, or casks.....	6	5	25	30
Moss, nursery (c. l., minimum weight 24,000 pounds).....	6	5	25	30
Moss, peat (c. l., minimum weight 24,000 pounds).....	6	5	25	30
O.				
Oil, creosote, in wood.....	6	5	25	30
Oil, creosote, in tank cars, to be furnished by shippers; minimum weight maximum capacity of tank; empty tanks returned free.....	6	5	25	30
Oil, pine, in tank cars, to be furnished by shippers; minimum weight maximum capacity of tank; empty tanks returned free.....	6	5	25	30
Oxide of iron, in kegs, barrels, or casks.....	6	5	25	30
P.				
Paints, earth, iron, metallic, mineral, or ocher (not zinc or zinc oxide), dry, in bags, kegs, half barrels, barrels, or casks.....	6	5	25	30
Peas, dried, coarse, in bulk.....	6	5	25	30
Pea hulls (minimum weight 24,000 pounds).....	6	5	25	30
Pitch (n. o. s.).....	6	5	25	30
Powders, soap, dry, in packages.....	6	5	25	30
Powders, washing, dry, in packages.....	6	5	25	30
R.				
Rubber, scrap.....	6	5	25	30
S.				
Shavings or chips, brewers', wooden (c. l., minimum weight 24,000 pounds).. Shavings (p. p.) (for purifying gas), in sacks (c. l., minimum weight 24,000 pounds).....	6	5	25	30
Shavings, wood, in bales (c. l., minimum weight 20,000 pounds).....	6	5	25	30
Shavings, wood, in bulk (minimum weight 20,000 pounds).....	6	5	25	30
Soap, in packages.....	6	5	25	30
Soap, soft.....	6	5	25	30
Soap, extract, dry, in packages.....	6	5	25	30
Soapstone.....	6	5	25	30
Soap tablets, in packages.....	6	5	25	30
Starch, in sacks, boxes, or barrels.....	6	5	25	30
Starch, ground, in barrels.....	6	5	25	30

TABLE 3.—*Increases in carload classes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.*

Article.	Carload.			
	Classifica- tion.		Rates per 100 pounds.	
	Old.	New.	Old.	New.
	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>
Straw (n. o. s.), pressed, in bales (c. l., minimum weight 20,000 pounds).....	6	5	25	30
Sugar (n. o. s.), in boxes, bags, half barrels, or barrels.....	6	5	25	30
Sulphate of iron.....	6	5	25	30
T.				
Tanks, galvanized iron (n. o. s.) (c. l., minimum weight 16,000 pounds).....	4	3	35	50
Tar (n. o. s.), in buckets or kegs.....	6	5	25	30
Tar (n. o. s.), in barrels.....	6	5	25	30
Tobacco stems, compressed, in bales (minimum weight 24,000 pounds).....	6	5	25	30
Turpentine, in tank cars, to be furnished by shippers; minimum weight maximum capacity of tank; empty tanks returned free.....	6	5	25	30
V.				
Vehicles:				
Vehicles of all kinds (n. o. s.), in carloads.....	4	3	35	50
Poles, buggy, carriage, or wagon, finished (minimum weight 16,000 pounds).....	4	3	35	50
Shafts or thills, buggy, carriage, or wagon, finished (minimum weight 16,000 pounds).....	4	3	35	50
Sleigh material, wooden, finished (n. o. s.) (minimum weight 16,000 pounds).....	4	3	35	50
Wagon material, finished (n. o. s.) (minimum weight 16,000 pounds).....	4	3	35	50
Wheels, carriage or wagon (n. o. s.), finished or unfinished (minimum weight 16,000 pounds).....	4	3	35	50
Vinegar shavings or chips, wooden (c. l., minimum weight 24,000 pounds) ..	6	5	25	30

Table 3 contains all articles whose class, in carload lots, has been increased. Although these changes represent but 15 per cent of the total number of advances, still a number of articles will be found whose aggregate yearly tonnage is enormous, and any considerable general increase in transportation charges on which, if it can be maintained, and does not at the same time reduce their movement, must produce greatly increased revenues for the railroads. Coffee, sugar, starch, and soap are among the most prominent commodities found in this table.



TABLE 4.—Increases in carload and less than carload classes made in Official Classification No. 20, compared with Official Classification No. 19.

[EXPLANATION OF TERMS.—The meaning of the terms used in table, which are those of the Official Classification Committee, is as follows:

D1, double first class.	2, second class.
c. l., carload.	3, third class.
p. p., prepared.	4, fourth class.
n. o. s., not otherwise specified.	5, fifth class.
1, first class.	6, sixth class.
1½, one and one-half times first class.	

"Old" at head of columns refers to classes and rates as they existed under Official Classification No. 19, which covered a period extending from July 1, 1899, to December 31, 1899, inclusive. "New" refers to classes and rates as they exist under Official Classification No. 20, effective January 1, 1900, with the exception of such modifications as have been caused by supplements issued subsequent to that date.]

Article.	Classification.				Rates per 100 pounds.			
	Less than carload.		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
B.								
Boards, cloth, wooden (for wrapping cloth), in bundles or crates (c. l., minimum weight 24,000 pounds).....	Class. 4	Class. 3	Class. 6	Class. 5	Cents. 35	Cents. 50	Cents. 25	Cents. 30
C.								
Cartridge shells, paper or metallic (c. l., minimum weight 24,000 pounds) .....	2	1	4	3	65	75	35	50
Cement, asbestos.....	4	3	6	5	35	50	25	30
Cement, boiler covering (n. o. s.), in bags .....	4	3	6	5	35	50	25	30
Cement, magnesia .....	4	3	6	5	35	50	25	30
Coffee, in single or double sacks .....	4	3	6	5	35	50	25	30
Coffee, ground or roasted, (c. l., minimum weight 24,000 pounds) .....	4	3	6	5	35	50	25	30
Corrosive pots .....	4	3	6	5	35	50	25	30
Cotton-seed hulls or notes, in bags (c. l., minimum weight 24,000 pounds) .....	4	3	6	5	35	50	25	30
Crystals, washing .....	4	3	6	5	35	50	25	30
D.								
Deer tongue (leaves) pressed, in bales (c. l., minimum weight 20,000 pounds).....	2	1	5	4	65	75	30	35
E.								
Epsom salts, in barrels.....	4	3	6	5	35	50	25	30
F.								
Fish, herring, smoked, in boxes or kegs.....	4	3	6	5	35	50	25	30
Fish, pickled or salted (n. o. s.), in packages.....	5	4	6	5	30	35	25	30
Fish, salted, in paper packages, packed in boxes.....	4	3	6	5	35	50	25	30
Fish, sardines or shadines, in cans, boxed .....	4	3	6	5	35	50	25	30
Fish, smoked, in packages .....	4	3	6	5	35	50	25	30
Flour, potato, in sacks or barrels (actual weight)...	4	3	6	5	35	50	25	30
G.								
Glauber salts, in barrels .....	4	3	6	5	35	50	25	30
Grapes, in kegs, half barrels, or barrels (p. p.) (c. l., minimum weight 20,000 pounds) .....	2	1	3	2	65	75	50	65
M.								
Magnesia, in bags, barrels, or casks .....	4	.....	5	.....	35	.....	30	.....
Change to read: Magnesia, in bags, barrels, or casks (c. l., minimum weight 20,000 pounds).....	.....	3	.....	4	.....	50	.....	35
O.								
Oil, creosote, in wood .....	4	3	6	5	35	50	25	30
P.								
Powders, soap, dry, in packages.....	4	3	6	5	35	50	25	30
Powder, washing, dry, in packages .....	4	3	6	5	35	50	25	30

TABLE 4.—*Increases in carload and less than carload classes made in Official Classification No. 20, compared with Official Classification No. 19—Continued.*

Article.	Classification.				Rates per 100 pounds.			
	Less than carload.		Carload.		Less than carload.		Carload.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.
<b>S.</b>								
Shavings or chips, brewers', wooden (c. l., minimum weight 24,000 pounds) .....	<i>Class.</i> 3	<i>Class.</i> 2	<i>Class.</i> 6	<i>Class.</i> 5	<i>Cents.</i> 50	<i>Cents.</i> 65	<i>Cents.</i> 25	<i>Cents.</i> 30
Shavings (p. p.) for purifying gas, in sacks (c. l., minimum weight 24,000 pounds) .....	3	2	6	5	50	65	25	30
Shavings or chips, vinegar, wooden (c. l., minimum weight 24,000 pounds) .....	3	2	6	5	50	65	25	30
Soft soap .....	4	3	6	5	35	50	25	30
Starch, in sacks, boxes, or barrels .....	4	3	6	5	35	50	25	30
Starch, ground, in barrels .....	4	3	6	5	35	50	25	30
<b>T.</b>								
Tanks, galvanized iron (n. o. s.) (c. l., minimum weight 20,000 pounds) .....	1½	.....	4	.....	112½	.....	35	.....
Change to read: Tanks, galvanized iron (n. o. s.) (c. l., minimum weight 16,000 pounds) .....	.....	D1	.....	3	.....	150	.....	50

Table 4 is composed of commodities whose carload and less than carload classes both show an increase; 31 such articles are noted, making in all 62 changes, which represent over 10 per cent of the total number of changes. Among the articles shown to be so increased will be found coffee, cotton-seed hulls, grapes, potato flour, soap, and starch.

TABLE 5.—*Increases in first class and above made in Official Classification No. 20, compared with Official Classification No. 19.*

[EXPLANATION OF TERMS.—The meaning of the terms used in table, which are those of the Official Classification Committee, is as follows:

D1, double first class.	1, first class.
s. u., set up.	1½, one and one-half times first class.
k. d., knocked down.	2½t1, two and one-half times first class.
p. p., prepared, <del>prepared</del>	3t1, three times first class.
n. o. s., not otherwise specified.	

"Old" at head of columns refers to classes and rates as they existed under Official Classification No. 19, which covered a period extending from July 1, 1899, to December 31, 1899, inclusive. "New" refers to classes and rates as they exist under Official Classification No. 20, effective January 1, 1900, with the exception of such modifications as have been caused by supplements issued subsequent to that date.]

Article.	Classification.		Rates per 100 pounds.	
	Less than carload.		Less than carload.	
	Old.	New.	Old.	New.
<b>A.</b>				
Agricultural implements:	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>
Grain cradles (k. d.) .....	1	D1	75	150
Grain-cradle bodies (k. d.), in bundles .....	1	D1	75	150
<b>B.</b>				
Berry crates (n. o. s.), empty (p. p.) .....	1	D1	75	150
<b>C.</b>				
Crates (n. o. s.), empty .....	1	D1	75	150

TABLE 5.—Increases in first class and above made in Official Classification No. 20, compared with Official Classification No. 19—Continued.

Article.	Classifica- tion.		Rates per 100 pounds.	
	Less than carload.		Less than carload.	
	Old.	New.	Old.	New.
E.	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>
Excavators and pond or road scrapers, on wheels (s. u.).....	1	1½	75	112½
F.				
Firecrackers, well and securely jacketed.....	1	D1	75	150
R.				
Road graders, on wheels (s. u.).....	1	1½	75	112½
T.				
Tanks, galvanized iron (s. u.).....	1½	D1	112½	150
V.				
Vehicles (k. d.):				
Packages not to exceed 30 inches in height and 94 inches in length.....	1	1½	75	112½
Packages exceeding 30 inches in height, but not exceeding 50 inches; length not to exceed 94 inches.....	1½	D1	112½	150
Packages not exceeding 30 inches in height, but exceeding 94 inches in length.....	1½	D1	112½	150
Packages exceeding 30 inches, but not exceeding 50 inches in height, and exceeding 90 inches in length.....	D1	2½t1	150	187½
Packages (n. o. s.).....	2½t1	3t1	187½	225

In table 5 will be found articles which have been changed from first class or above to some higher rating. As an increase in the class of such articles adds a much larger proportional increase in the cost of transportation than it would to articles of a lower class, it was thought advisable to embrace those commodities in a separate table.

The increases shown in grain cradles and grain-cradle bodies are somewhat modified by Supplement 2, as shown in table 7.

TABLE 6.—Increases in minimum carload weights<sup>1</sup> made in Official Classification No. 20, compared with Official Classification No. 19.

["Old classification" refers to Classification No. 19, which covered a period extending from July 1, 1899, to December 31, 1899, inclusive. "New classification" refers to Classification No. 20, effective January 1, 1900, with the exception of such modifications as have been caused by supplements issued subsequent to that date.]

Article.	Minimum weight.	
	Old classifi- cation.	New classifi- cation.
B.	<i>Pounds.</i>	<i>Pounds.</i>
Barley, common, in bags.....	30,000	40,000
Barley, pearl.....	30,000	40,000
Barley, sprouted, in barrels or sacks.....	30,000	40,000
Barley, sprouted, in bulk.....	30,000	40,000
Battery jars, glass, in packages.....	20,000	30,000
Beer mugs, glass, with side handles, in packages.....	24,000	30,000
Belted, leather.....	20,000	30,000
Bottles, glass (not otherwise specified).....	20,000	30,000
Buckets, galvanized iron, nested, in bundles or racks.....	20,000	24,000

<sup>1</sup> Where the minimum carload weight and class are both changed the change in weight will be found in the table 1 change in class.



TABLE 6.—*Increases in minimum carload weights made in Official Classification No. 20, compared with Official Classification No. 19—Continued.*

Article.	Minimum weight.	
	Old classification.	New classification.
<b>C.</b>		
Cans, oil, glass, naked, packed in bulk .....	<i>Pounds.</i> 20,000	<i>Pounds.</i> 24,000
Cans, oil, glass, in tin, wire, or wood jackets .....	20,000	24,000
Chocolate .....	20,000	30,000
Corn (not otherwise specified), in barrels or in bulk .....	30,000	40,000
<b>F.</b>		
Flues, earthen .....	24,000	30,000
Fruit jar tops, in packages .....	20,000	30,000
Fruit jars, glass in packages .....	20,000	30,000
<b>G.</b>		
Glass and glassware:		
Fruit and milk jars, glass, and tops in packages .....	20,000	30,000
Meat pots and jars, glass, in packages .....	20,000	30,000
Oil cans, glassed, naked, packed in bulk .....	20,000	24,000
Oil cans, glass, in tin, wire, or wooden jackets .....	20,000	24,000
Tumblers, glass (not goblets), in packages .....	20,000	24,000
<b>O.</b>		
Oats in barrels or in bulk .....	30,000	35,000
<b>P.</b>		
Poultry, live and in live poultry cars .....	16,000	18,000
<b>R.</b>		
Rye in barrels or bulk .....	30,000	40,000
<b>S.</b>		
Speaking tubes, tin, boxed .....	20,000	24,000
<b>V.</b>		
Vehicles:		
Street cars (two) .....	20,000	24,000
Street cars (three) .....	30,000	36,000
Carts, dump, contractors', and contractors' outfits, including not more than five head of horses or mules, man in charge carried free .....	20,000	24,000
Cars, street, horse, electric, or cable .....	8,000	11,000
<b>W.</b>		
Wheat in barrels or bulk .....	30,000	40,000

Minimum carload weights are increased to some extent in the new classification. The commodities affected in this way will be found in table 6. From the small shipper's standpoint, this may be said to equal an increase in rates, owing to his inability to gather a large enough shipment to meet the requirements of the advances in weight, thus compelling him to resort to the less than carload rates, which are always higher. Grains of all descriptions have generally felt this increase. In connection with this table, it might be well to state that the minimum less than carload weight for barley, corn, rye, and wheat, in bulk, has been increased from 15,000 pounds to 20,000 pounds, which, of course, precludes a movement in bulk of these grains in less than 20,000-pound shipments. The minimum less than carload weight for oats in bulk has also been increased to an appreciable extent, the old classification giving a minimum weight of 15,000 pounds as against 17,500 pounds found in the new.

It is obvious that the purpose of those changes is to secure a more complete utilization of the large cars, of which so many have recently been constructed, by bringing the minimum weights, handed down from

the days of small cars, up to the standards established by modern equipment. It is thus in the direction of more economical use of railway facilities.

The minimum carload weights of cranberries, building contractors' outfits, and advertising sign boards were reduced by Official Classification No. 20 from 30,000 to 24,000 pounds.

TABLE 7.—*Reductions caused by Supplement 2 to Official Classification No. 20.*

[EXPLANATION OF TERMS.—The meaning of the terms used in table, which are those of the Official Classification Committee, is as follows:

D1, double first class.	2, second class.
c. l., carload.	3, third class.
k. d., knocked down.	4, fourth class.
n. o. s., not otherwise specified.	5, fifth class.
1, first class.	6, sixth class.

"Old" at head of columns refers to classes and rates as they existed under Official Classification No. 19, which covered a period extending from July 1, 1899, to December 31, 1899, inclusive. "New" refers to classes and rates as they exist under Official Classification No. 20, effective January 1, 1900, with the exception of such modifications as have been caused by supplements issued subsequent to that date.]

Article.	Classification.				Rates per 100 pounds.				Supplement 2 to Classification No. 20.			
	Less than carload.		Carload.		Less than carload.		Carload.		Classification.		Rates per 100 pounds.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.	Less than carload.	Carload.	Less than carload.	Carload.
A.												
Agricultural implements:	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>
Grain cradles (k. d.) ..	1	D1	.....	.....	75	150	.....	.....	1½	.....	112½	.....
Grain cradle bodies (k. d.) in bundles...	1	D1	.....	.....	75	150	.....	.....	1½	.....	112½	.....
B.												
Blowers, rotary, iron (c. l., minimum weight 24,000 pounds) .....	2	1	5	5	65	75	30	30	2	5	65	30
C.												
Carriers, ale, beer, beer tonic and porter, containing bottles when being returned at following estimated weights:												
Bottles, in cases, with or without covers—												
2 dozen quarts, 50 pounds per case.												
4 dozen quarts, 90 pounds per case.												
2 dozen quarts, 35 pounds per case.												
3 dozen quarts, 50 pounds per case.												
4 dozen quarts, 75 pounds per case.												
Bottles, in barrels or casks, with or without heads: 6 dozen quarts or 10 dozen pints, 125 pounds per barrel or cask (c. l., minimum weight 15,000 pounds when loaded in brewer's returning refrigerator beer cars, Rule 5C not to apply, and 20,000 pounds in all other cars) .....	3	3	6	5	50	50	25	30	3	6	50	25

TABLE 7.—*Reductions caused by Supplement 2 to Official Classification No. 20—Cont'd.*

Article.	Classification.				Rates per 100 pounds.				Supplement 2 to Classification No. 20.			
	Less than carload.		Carload.		Less than carload.		Carload.		Classification.		Rates per 100 pounds.	
	Old.	New.	Old.	New.	Old.	New.	Old.	New.	Less than carload.	Carload.	Less than carload.	Carload.
J.	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>
Jute yarn, in bales .....	3	1	.....	.....	50	75	.....	.....	3	.....	50	.....
M.												
Mineral water carriers, containing empty bottles (c. l., minimum weight 20,000 pounds) ..	3	2	5	5	50	65	30	30	3	6	50	25
O.												
Oyster shells, ground, in burlap or cotton bags, barrels, or casks.....	4	3	6	6	35	50	25	25	4	6	35	25
P.												
Peas, dried, coarse, in bulk.....	.....	.....	6	5	.....	.....	25	30	.....	6	.....	25
S.												
Shavings, wood, in bales (c. l., minimum weight 20,000 pounds) .....	2	2	6	5	65	65	25	30	2	6	65	25
Shavings, wood, in bulk (minimum weight 20,000 pounds).....	.....	.....	6	5	.....	.....	25	30	.....	6	.....	25
T.												
Tobacco fertilizers, compressed in bales or sacks (minimum weight 24,000 pounds) .....	.....	.....	6	5	.....	.....	25	30	.....	6	.....	25
Tobacco stems, compressed in bales (minimum weight 24,000 pounds).....	.....	.....	6	5	.....	.....	25	30	.....	6	.....	25
V.												
Vehicles of all kinds (n. o. s.), in carloads .....	.....	.....	4	3	.....	.....	35	50	.....	4	.....	35
Vehicles, parts:												
Wheels, carriage or wagon (n. o. s.), finished or unfinished (minimum weight 16,000 pounds) .....	.....	.....	4	3	.....	.....	35	50	.....	4	.....	35

The first eight columns of table 7 are identical in arrangement with table 1, showing, as they do, the difference between Official Classifications Nos. 19 and 20, and the effect of such differences upon rates between Chicago and New York. The last four columns show how far Supplement 2 has modified these changes and restored rates.

Fourteen articles have been reduced in class by the supplement, 12 of which are entirely restored to their class rating in Official Classification No. 19. As there were 604 increases in class, this means that over 2 per cent of such articles have been returned to their ratings of last year.



TABLE 8.—Percentage reductions in less than carload quantities caused by Supplement 3 to Official Classification No. 20.

[EXPLANATION OF TERMS.—The meaning of terms used in tables, which are those of the Official Classification Committee, is as follows:

k. d., knocked down.	2, second class.
p. p., prepared.	3, third class.
n. o. s., not otherwise specified.	4, fourth class.

"Old" at head of columns refers to classes and rates as they existed under Official Classification No. 19, which covered a period extending from July 1, 1899, to December 31, 1899, inclusive. "New" refers to classes and rates as they exist under Official Classification No. 20, effective January 1, 1900, with the exception of such modifications as have been caused by supplements issued subsequent to that date.]

Article.	Classification.		Rates per 100 pounds.		Percentage reduction.	Reduced rate.
	Less than carload.		Less than carload.			
	Old.	New.	Old.	New.		
A.						
Acid, carbolic, crude, in barrels or iron drums .....	Class.	Class.	Cents.	Cents.	Per ct.	Cents.
Acids, in iron drums (n. o. s.) .....	4	3	35	50	20	40
Agricultural implements:	4	3	35	50	20	40
Binders (k. d.) .....	3	2	50	65	15	55
Binders' trucks, for moving self-binding harvesters (k. d., flat) .....	3	2	50	65	15	55
Bunchers, clover mowing machine attachments (k. d., flat), in bundles or crates .....	3	2	50	65	15	55
Bundle carriers, attachments for binders, harvesters, and reapers (k. d., flat) .....	3	2	50	65	15	55
Corn harvesters (k. d.) .....	3	2	50	65	15	55
Corn knives, boxed .....	3	2	50	65	15	55
Corn planters (k. d., flat) .....	3	2	50	65	15	55
Corn shellers, hand .....	3	2	50	65	15	55
Cultivators, iron or wood (k. d.) .....	3	2	50	65	15	55
Cultivator teeth, in boxes or casks .....	4	3	35	50	20	40
Cutters, ensilage (k. d.) .....	3	2	50	65	15	55
Cutters, feed (k. d.) .....	3	2	50	65	15	55
Cutters, sod .....	3	2	50	65	15	55
Cutters, stalk (k. d.) .....	3	2	50	65	15	55
Cutter bars and cutting apparatus, boxed .....	3	2	50	65	15	55
Cutter knives, ensilage, feed, or stalk, boxed .....	3	2	50	65	15	55
Disk furrowers (k. d., flat) .....	3	2	50	65	15	55
Disk pulverizers (k. d., flat) .....	3	2	50	65	15	55
Drag teeth, in barrels or boxes .....	4	3	35	50	20	40
Engines, traction (minimum weight 10,000 pounds each), to be loaded and unloaded by shipper and consignee .....	3	2	50	65	15	55
Engines and drills, traction, combined (minimum weight 10,000 pounds each), to be loaded and unloaded by shipper and consignee .....	3	2	50	65	15	55
Fanning mill material, wooden, in the white (k. d., flat) .....	4	3	35	50	20	40
Forks (n. o. s.), in packages .....	3	2	50	65	15	55
Fork heads or fork tines, in bundles .....	3	2	50	65	15	55
Fork heads or fork tines, in boxes, barrels, or casks .....	4	3	35	50	20	40
Grain-cradle bodies, fingers, and snaths (k. d.), boxed .....	3	2	50	65	15	55
Grain-cradle fingers .....	3	2	50	65	15	55
Grain drills (k. d., flat) .....	3	2	50	65	15	55
Harrows (k. d.) .....	3	2	50	65	15	55
Harrows, sectional, iron or steel, folded flat or nested, securely wired in bundles or in crates .....	3	2	50	65	15	55
Harrow disks, iron or steel, in boxes or barrels .....	4	3	35	50	20	40
Harrow teeth, in barrels or boxes .....	4	3	35	50	20	40
Hay carriers, in packages .....	3	2	50	65	15	55
Hay forks, in packages .....	3	2	50	65	15	55
Hay knives, boxed .....	3	2	50	65	15	55
Hay loaders (k. d., flat) .....	3	2	50	65	15	55
Hay presses, loaded in box cars .....	3	2	50	65	15	55
Hay racks, wooden (k. d.) .....	3	2	50	65	15	55
Hay rickers (k. d., flat) .....	3	2	50	65	15	55
Hay tedders (k. d.) .....	3	2	50	65	15	55
Hoes, in packages .....	3	2	50	65	15	55
Hoe heads, in boxes, barrels, or casks .....	4	3	35	50	20	40
Horse powers (k. d., flat) .....	3	2	50	65	15	55
Mattocks, iron or steel, without handles, in boxes, barrels, or casks .....	4	3	35	50	20	40
Mowers (k. d.) .....	3	2	50	65	15	55
Mowing knives, boxed .....	3	2	50	65	15	55
Plows (n. o. s., k. d.) .....	3	2	50	65	15	55

TABLE 8.—Percentage reductions in less than carload quantities caused by Supplement 3 to Official Classification No. 20—Continued.

Article.	Classifica- tion.		Rates per 100 pounds.		Per- cent- age reduc- tion.	Re- duced rate.
	Less than carload.		Less than carload.			
	Old.	New.	Old.	New.		
Agricultural implements—Continued:						
Plows (n. o. s.), with handles taken out and tied in bundles.	3	2	50	65	15	55
Plows, shovel and gang (k. d., flat)	3	2	50	65	15	55
Plows, sulky, wheels on or off (k. d.)	3	2	50	65	15	55
Plow beams and handles, iron or wood	4	3	35	50	20	40
Plowpoints, moldboards, shares, and "fings, in barrels or boxes	4	3	35	50	20	40
Rakes, hand, wooden (k. d.)	3	2	50	65	15	55
Rakes, iron, in packages	3	2	50	65	15	55
Rake heads, iron, in boxes, barrels, or casks	4	3	35	50	20	40
Rakes, sulky, horse or revolving (k. d.), shafts, and teeth out	3	2	50	65	15	55
Rake teeth, iron or steel	4	3	35	50	20	40
Reapers (k. d.)	3	2	50	65	15	55
Rollers, field	3	2	50	65	15	55
Rollers, land (k. d.)	3	2	50	65	15	55
Rolling coulters or rolling coulters blades, loose	3	2	50	65	15	55
Rolling coulters or rolling coulters blades, in packages	4	3	35	50	20	40
Scythes, in boxes	3	2	50	65	15	55
Seats, iron or steel, for agricultural implements, nested in bundles, crates, boxes, or barrels	3	2	50	65	15	55
Seed drills (k. d., flat)	3	2	50	65	15	55
Sickles, in boxes or barrels	3	2	50	65	15	55
Spikes, clover huller and threshing machine, in boxes or kegs	4	3	35	50	20	40
Stalk cutters (k. d.)	3	2	50	65	15	55
Stump pullers	3	2	50	65	15	55
Thresher teeth, in boxes, kegs, or barrels	4	3	35	50	20	40
Wheels, iron or steel, or iron and wood combined, for agricultural implements and farm wagons	3	2	50	65	15	55
Air or steam brake equipment (n. o. s.)	3	2	50	65	15	55
Ammonia, aqua, or ammoniacal liquor, in barrels or iron drums	4	3	35	50	20	40
Ammonia, dry, in barrels or casks	4	3	35	50	20	40
Antimony, ground or pulverized, in barrels or casks	4	3	35	50	20	40
Apple or fruit butter, jelly or sauce, in buckets, cans, kits, pails, or tubs	3	2	50	65	15	55
Apple or fruit butter, jelly, or sauce, in buckets, cans, kits, pails, or tubs, boxed or with top of box slatted	4	3	35	50	20	40
Apple or fruit butter, jelly, or sauce, in kegs, half barrels, or barrels	4	3	35	50	20	40
Asbestos, in barrels or casks	4	3	35	50	20	40
Asbestos building or roofing paper, in rolls or cases	4	3	35	50	20	40
Asbestos cement	4	3	35	50	20	40
Axle grease, in barrels or boxes	4	3	35	50	20	40
B.						
Bagging, clayed, in bales or cases	3	2	50	65	15	55
Bagging, cotton, in bales or cases	3	2	50	65	15	55
Ballast unloaders	3	2	50	65	15	55
Barn-door hangers, iron or steel	4	3	35	50	20	40
Barn-door hanger tracks	4	3	35	50	20	40
Barrel covers, wooden, nested	3	2	50	65	15	55
Barrel racks or stands, portable, in bundles or crates	3	2	50	65	15	55
Barrels, empty:						
Patent fruit barrels (k. d.), in bundles	4	3	35	50	20	40
Tierces, beef, lard, or pork, old, actual weight	4	3	35	50	20	40
Empty barrels or kegs, old (not including apple, flour, or sugar barrels, or empty beer packages), actual weight	4	3	35	50	20	40
Empty beer packages, old, at estimated weights as follows: Hogsheads, 200 pounds each; barrels, 100 pounds each; half barrels, 60 pounds each; quarter barrels, 30 pounds each; sixth barrels, 30 pounds each; eighth barrels, 20 pounds each	4	3	35	50	20	40
Empty beer packages, old, in returning refrigerator beer cars, at estimated weights, as follows: Hogsheads, 200 pounds each; barrels, 100 pounds each; half barrels, 60 pounds each; quarter barrels, 30 pounds each; sixth barrels, 30 pounds each; eighth barrels, 20 pounds each	4	3	35	50	20	40
Barrows, baggage (k. i.)	3	2	50	65	15	55
Baseball bats, in packages	3	2	50	65	15	55
Baskets (k. d., flat), in bundles	3	2	50	65	15	55
Basket material (n. o. s.), not rattan, reed, or willows, in bundles	4	3	35	50	20	40
Bed-rail fastenings and hooks, iron, in packages	4	3	35	50	20	40

TABLE 8.—Percentage reductions in less than carload quantities caused by Supplement 3 to  
Official Classification No. 20—Continued.

Article.	Classification.		Rates per 100 pounds.		Percentage reduction.	Reduced rate.
	Less than carload.		Less than carload.			
	Old.	New.	Old.	New.		
Belt fasteners, machinery, iron, or steel, in boxes, barrels, or casks.....	4	3	35	50	20	40
Benches, cabinetmakers' wooden (k. d., flat), in bundles, crates, or boxes.....	3	2	50	65	15	55
Bleaching fluid, in wood.....	4	3	35	50	20	40
Block shells, wood.....	4	3	35	50	20	40
Boiler cleansing compound, liquid, in barrels (p. p.).....	4	3	35	50	20	40
Boiler covering cement (n. o. s.), in bags.....	4	3	35	50	20	40
Bone black, hydrocarbonated, in oil, in barrels.....	4	3	35	50	20	40
Bottle stoppers, combination rubber and metal, in barrels or boxes.....	3	2	50	65	15	55
Bottle stoppers, combination rubber, metal, and earthenware, in boxes or barrels.....	3	2	50	65	15	55
Boxes, cooling, filled with coiled pipe.....	3	2	50	65	15	55
Boxes, fish, empty.....	4	3	35	50	20	40
Boxes, meat, empty.....	4	3	35	50	20	40
Bread meal or dust, in packages.....	4	3	35	50	20	40
Brush blocks, leather, in packages.....	3	2	50	65	15	55
Brush blocks, wooden, in packages.....	4	3	35	50	20	40
Bullets, in boxes.....	4	3	35	50	20	40
Burners, oil stove, in boxes or barrels.....	3	2	50	65	15	55
Burr blocks (for grist mills).....	4	3	35	50	20	40
Butchers' blocks.....	4	3	35	50	20	40
Butchers' meat racks (k. d.), crated or boxed.....	3	2	50	65	15	55
C.						
Calcium, chloride of, in barrels or iron drums.....	4	3	35	50	20	40
Candles.....	4	3	35	50	20	40
Candle stock (n. o. s.).....	4	3	35	50	20	40
Candy, in pails or cases, weighing not less than 25 pounds each.....	3	2	50	65	15	55
Candy, in cases, drums or pails, securely crated together in packages weighing not less than 25 pounds.....	3	2	50	65	15	55
Candy, in half barrels or barrels.....	3	2	50	65	15	55
Canned fish, fruit and vegetables (n. o. s.), boxed.....	4	3	35	50	20	40
Canned soups and broths, boxed.....	4	3	35	50	20	40
Capstan bars, wooden, in the white.....	4	3	35	50	20	40
Carpet paper or carpet lining (not covered, folded, plaited, corrugated or indented), in rolls.....	4	3	35	50	20	40
Carriers, ale and beer, empty.....	3	2	50	65	15	55
Car pushers.....	4	3	35	50	20	40
Car replacers, iron.....	4	3	35	50	20	40
Car seals, clay, lead, or tin, boxes or barrels.....	4	3	35	50	20	40
Car springs, rubber, steel, or volute.....	4	3	35	50	20	40
Car trucks (k. d.).....	4	3	35	50	20	40
Castor beans.....	4	3	35	50	20	40
Cattle switches or tails (n. o. s.), green, salted, in bundles, bales, or barrels.....	4	3	35	50	20	40
Churns, complete (k. d.), boxed.....	3	2	50	65	15	55
Clay pigeons, in boxes, barrels, casks, or crates.....	3	2	50	65	15	55
Clevises, iron or steel, for plows, cultivators, wagons, etc., in packages.....	4	3	35	50	20	40
Cloth boards, wooden (for wrapping cloth), in bundles or crates.....	4	3	35	50	20	40
Coal-saving compound, dry, in boxes or barrels.....	4	3	35	50	20	40
Cocks, iron.....	4	3	35	50	20	40
Cocoonut skin shavings or refuse, in bags or barrels.....	4	3	35	50	20	40
Coffee, in single or double sacks.....	4	3	35	50	20	40
Coffee, ground or roasted.....	4	3	35	50	20	40
Cogs, wooden, in barrels or boxes.....	3	2	50	65	15	55
Copper pipe, on reels or in coils.....	3	2	50	65	15	55
Corrosive pots.....	4	3	35	50	20	40
Cotton flannel lining, in bales or cases.....	3	2	50	65	15	55
Cotton gins, taken apart and boxed.....	3	2	50	65	15	55
Cotton presses (k. d.).....	3	2	50	65	15	55
Cotton-seed hulls or motes, machine compressed, in bales.....	4	3	35	50	20	40
Cotton shoddy lining, in bales or cases.....	3	2	50	65	15	55
Cotton warp, in bales or cases.....	3	2	50	65	15	55
Cotton yarn, in bales or cases.....	3	2	50	65	15	55
Cracker meal or dust, in packages.....	4	3	35	50	20	40
Creosote, in wood.....	4	3	35	50	20	40
Crockery (n. o. s.), in barrels.....	4	3	35	50	20	40
Crockery (n. o. s.), in crates, tierces, casks or hogsheads.....	4	3	35	50	20	40
Crushers, iron ore, rock or stone.....	4	3	35	50	20	40
Cuspidors, cast-iron (n. o. s.), in crates, barrels, or casks.....	4	3	35	50	20	40



TABLE 8.—Percentage reductions in less than carload quantities caused by Supplement 3 to Official Classification No. 20—Continued.

Article.	Classifica- tion.		Rates per 100 pounds.		Per- cent- age reduc- tion.	Re- duced rate.
	Less than carload.		Less than carload.			
	Old.	New.	Old.	New.		
D.						
Dairy spades, wooden, in crates or boxes .....	<i>Class.</i> 3	<i>Class.</i> 2	<i>Cents.</i> 50	<i>Cents.</i> 65	<i>Per ct.</i> 15	<i>Cents.</i> 55
Dental gas, in cylinders .....	3	2	50	65	15	55
Dental gas cylinders, empty .....	3	2	50	65	15	55
Dog benches, for exhibition purposes (k. d., flat or folded flat) ..	3	2	50	65	15	55
Dog kennels (k. d., flat or folded flat), crated or boxed ..	3	2	50	65	15	55
Dry goods: Cotton piece goods (cotton goods, in the piece), in bales or boxes .....	3	2	50	65	15	55
E.						
Elevator buckets, iron or steel, nested, in packages .....	4	3	35	50	20	40
Embalming fluids, in kits or pails, crated, boxed or packed, in barrels .....	3	2	50	65	15	55
Embalming fluids, in barrels or kegs .....	4	3	35	50	20	40
Emery, in kegs, barrels, or casks .....	4	3	35	50	20	40
Epsom salts, in barrels .....	4	3	35	50	20	40
Excavators and pond or road scrapers, without wheels (k. d.) ..	3	2	50	65	15	55
F.						
Faucets, iron, in boxes or barrels .....	4	3	35	50	20	40
Faucet blocks, wooden, in the white .....	4	3	35	50	20	40
Fencing, wire, in rolls .....	4	3	35	50	20	40
Fire tongs, iron (n. o. s.), in packages .....	3	2	50	65	15	55
Fish, canned (n. o. s.), boxed .....	4	3	35	50	20	40
Fish, herring, smoked, in boxes or kegs .....	4	3	35	50	20	40
Fish, salted, in paper packages, packed in boxes .....	4	3	35	50	20	40
Fish, sardines or shadines, in cans, boxed .....	4	3	35	50	20	40
Fish, smoked, in packages .....	4	3	35	50	20	40
Flowerpots, earthen, in crates, tierces, casks, or hogsheads ..	4	3	35	50	20	40
Fruit-can or fruit-jar cement, or sealing wax, in boxes or barrels .....	4	3	35	50	20	40
Fruit-jar rings, rubber, in packages .....	3	2	50	65	15	55
Furniture:						
Chairs, cane, wood, or veneer seat, in the white (k. d.), tops and legs separated, seats and backs nested, legs and rounds nested, or k. d. and packed flat, in bundles, crates, or boxes .....	3	2	50	65	15	55
Towel racks, iron, or iron and wood combined, in boxes or barrels .....	3	2	50	65	15	55
Towel racks, wooden, in barrels or boxes .....	3	2	50	65	15	55
G.						
Gas fitters' cement, in boxes or barrels .....	4	3	35	50	20	40
Gas, oxygen, in iron or steel tubes or cylinders .....	3	2	50	65	15	55
Glass, window, common .....	3	3	50	50	20	40
Glauber salts, in barrels .....	4	3	35	50	20	40
Glucose, in cans, packed in boxes or barrels .....	4	3	35	50	20	40
Glue, in barrels or casks .....	4	3	35	50	20	40
Glue, liquid, in kegs, half barrels, barrels, or casks .....	4	3	35	50	20	40
Glue pots, iron .....	4	3	35	50	20	40
Glue sizing, in kegs, half barrels, barrels, or casks .....	4	3	35	50	20	40
Grease (n. o. s.), in boxes or barrels .....	4	3	35	50	20	40
Greenhouse pots, earthen, in crates, tierces, casks, or hogsheads	4	3	35	50	20	40
Grindstones, loaded in box cars .....	4	3	35	50	20	40
Grindstones and grindstone frames (k. d., flat or folded flat), securely crated or boxed .....	4	3	35	50	20	40
Grindstone frames (k. d. and tied), in bundles .....	4	3	35	50	20	40
Guts, hog or beef, in half barrels, barrels, or tierces .....	4	3	35	50	20	40
H.						
Hame sticks, in the white, in crates or boxes .....	4	3	35	50	20	40
Hemp, in bales .....	4	3	35	50	20	40
Hides, furs, pelts, robes, and skins:						
Goat skins, pickled, in barrels .....	4	3	35	50	20	40
Hog skins, pickled, in barrels .....	4	3	35	50	20	40
Sheep skins, pickled, in barrels .....	4	3	35	50	20	40
Hinges, iron or steel, in boxes, kegs, barrels, or casks .....	4	3	35	50	20	40
Hinges, iron or steel, securely wired together in bundles weighing 15 pounds or over, per bundle .....	4	3	35	50	20	40

TABLE 8.—Percentage reductions in less than carload quantities caused by Supplement 3 to Official Classification No. 20—Continued.

Article.	Classification.		Rates per 100 pounds.		Percentage reduction.	Reduced rate.
	Less than carload.		Less than carload.			
	Old.	New.	Old.	New.		
	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Per ct.</i>	<i>Cents.</i>
Hinges, spring, iron or steel, in boxes, barrels, or casks. ....	4	3	35	50	20	40
Hitching posts, iron (n. o. s.) . . . . .	4	3	35	50	20	40
Hoof stuffing, in bulk, in tubs, kegs, half barrels, or barrels. ....	4	3	35	50	20	40
Hoofs, in packages . . . . .	4	3	35	50	20	40
Hoops, barrel, coiled, nested, in bundles . . . . .	3	2	50	65	15	55
Horn pith . . . . .	4	3	35	50	20	40
Horn tips or ends, in packages . . . . .	4	3	35	50	20	40
Horns (n. o. s. ), in packages . . . . .	4	3	35	50	20	40
House door hangers, in packages . . . . .	4	3	35	50	20	40
House door hanger tracks, in packages . . . . .	4	3	35	50	20	40
House movers' materials, consisting of capstans (second hand), chains, jackscrews, pulleys, ropes, heavy timbers, wooden rollers, etc. . . . .	4	3	35	50	20	40
Hydrants and valves, iron . . . . .	4	3	35	50	20	40
I.						
Insulators, glass, in barrels or boxes . . . . .	4	3	35	50	20	40
Insulators, porcelain, in boxes, barrels, or casks . . . . .	4	3	35	50	20	40
Iron and steel:						
Dumb-bells, iron, in crates, boxes, or barrels . . . . .	4	3	35	50	20	40
Fence, steel picket (k. d.), in bundles . . . . .	4	3	35	50	20	40
Fencing and railing, iron (n. o. s., k. d.), in bundles . . . . .	4	3	35	50	20	40
Fencing and railing, wrought iron, in panels . . . . .	4	3	35	50	20	40
Housings, iron, for iron and steel rolling-mill machinery . . . . .	4	3	35	50	20	40
Lamp-posts, iron . . . . .	4	3	35	50	20	40
Mast arms, electric light or railway, iron . . . . .	4	3	35	50	20	40
Mauls, iron, in boxes, barrels, or casks . . . . .	4	3	35	50	20	40
Picks, iron or steel, in boxes or barrels . . . . .	4	3	35	50	20	40
Poles and pole irons, electric light or railway, iron . . . . .	4	3	35	50	20	40
Railing, iron (n. o. s., k. d.), in bundles . . . . .	4	3	35	50	20	40
Railing, wrought iron, in panels . . . . .	4	3	35	50	20	40
Rail straighteners, iron, with handles, in crates . . . . .	4	3	35	50	20	40
Rolls, iron, for iron or steel rolling-mill machinery . . . . .	4	3	35	50	20	40
Screws, iron, in boxes or kegs . . . . .	4	3	35	50	20	40
Screws, steel, in boxes . . . . .	4	3	35	50	20	40
Shot, iron, chilled, in double bags, boxes, kegs, barrels, or casks . . . . .	4	3	35	50	20	40
Sledges, iron, in boxes or casks . . . . .	4	3	35	50	20	40
Steel, crushed, chilled, or granulated, in double bags, boxes, kegs, barrels, or casks . . . . .	4	3	35	50	20	40
Switch or signal targets, railroad iron . . . . .	4	3	35	50	20	40
Telegraph poles, iron . . . . .	4	3	35	50	20	40
Track gauges, iron . . . . .	4	3	35	50	20	40
Trolley poles, iron, in the rough, without attachments or fixtures . . . . .	4	3	35	50	20	40
Vaults and prison work, iron . . . . .	4	3	35	50	20	40
Vises, iron . . . . .	4	3	35	50	20	40
J.						
Jacks, car or track . . . . .	4	3	35	50	20	40
Jacks or jackscrews, iron, boxed . . . . .	4	3	35	50	20	40
Japan wax . . . . .	4	3	35	50	20	40
Jute canvas, in bales or cases . . . . .	3	2	50	65	15	55
K.						
Key blanks, iron or steel, in the rough, unfinished, in boxes, kegs, barrels, or casks . . . . .	4	3	35	50	20	40
Knobs, door or furniture, mineral, in boxes, barrels, or casks . . . . .	4	3	35	50	20	40
Kraut cutters, in crates or boxes . . . . .	3	2	50	65	15	55
L.						
Land plaster, medicated (bug killer), in barrels . . . . .	4	3	35	50	20	40
Lard, in cans or pails, loose . . . . .	3	2	50	65	15	55
Lard, in cans or pails, crated or boxed . . . . .	4	3	35	50	20	40
Lard, in boxes or barrels . . . . .	4	3	35	50	20	40
Lard, in tubs . . . . .	4	3	35	50	20	40
Lasts, iron (n. o. s. ), in boxes, barrels, or casks . . . . .	4	3	35	50	20	40
Lasts, lap, iron, in boxes or barrels . . . . .	4	3	35	50	20	40
Last stands, iron, in boxes, barrels, or casks . . . . .	4	3	35	50	20	40

TABLE 8.—Percentage reductions in less than carload quantities caused by Supplement 3 to Official Classification No. 20—Continued.

Article.	Classification.		Rates per 100 pounds.		Percentage reduction.	Reduced rate.
	Less than carload.		Less than carload.			
	Old.	New.	Old.	New.		
	Class.	Class.	Cents.	Cents.	Per ct.	Cents.
Lawn mowers (k. d.), crated or boxed, handles in bundles.	3	2	50	65	15	55
Lightning rods and fixtures, combination copper and iron, in boxes	4	3	35	50	20	40
Lightning rods and fixtures, iron in boxes	4	3	35	50	20	40
Lime, medicated (bug killer), in barrels	4	3	35	50	20	40
Limewater, in barrels	4	3	35	50	20	40
Liquors, alcoholic and malt: Liquors, alcohol, high wines, and whisky (n. o. s.), in wood	3	2	50	65	15	55
Locomotive netting or spark arrester, in rolls	4	3	35	50	20	40
Locomotive smoke-box fronts, iron or steel	4	3	35	50	20	40
Locomotive springs, iron or steel	4	3	35	50	20	40
Lye, concentrated	4	3	35	50	20	40
M.						
Machines, machinery, and mills: Machinery, rolling mill, iron, rough.	4	3	35	50	20	40
Magnesia cement	4	3	35	50	20	40
Magnesia, in bags, barrels, or casks	4	3	35	50	20	40
Magnesite, in bags, barrels, or casks	4	3	35	50	20	40
Mangers, stable, iron, loose	3	2	50	65	15	55
Mangers, stable, iron, in crates or boxes	4	3	35	50	20	40
Marble or granite blocks or slabs, chiseled, polished, or dressed, boxed, valuation restricted to 40 cents per cubic foot	4	3	35	50	20	40
Marble and granite blocks or slabs, sawed or hammered, boxed or not boxed, valuation restricted to 40 cents per cubic foot	4	3	35	50	20	40
Marble or granite tombstones or monuments, boxed or crated, valuation restricted to 40 cents per cubic foot	4	3	35	50	20	40
Meats, cured:						
Beef, in barrels, 374 pounds per barrel (see note under tripe)	4	3	35	50	20	40
Beef, in tierces.	4	3	35	50	20	40
Cattle or ox tails (edible), dried or salted, in boxes, barrels, or casks	4	3	35	50	20	40
Livers, pickled, in barrels or casks	4	3	35	50	20	40
Meats, canned (n. o. s.), boxed	4	3	35	50	20	40
Sausage, bologna or smoked, in barrels, boxes, casks, or kegs	4	3	35	50	20	40
Meats, dried (n. o. s.), in boxes, barrels, or casks	4	3	35	50	20	40
Meats, potted, in cans, boxed	4	3	35	50	20	40
Meats, salted, boxed	4	3	35	50	20	40
Meats, smoked (except tongues), in barrels, boxes, or casks.	4	3	35	50	20	40
Pork, pickled, in barrels, 374 pounds per barrel (see note under tripe)	4	3	35	50	20	40
Sausage, canned	4	3	35	50	20	40
Tongues, pickled, in barrels or casks	4	3	35	50	20	40
Tripe, pickled, in barrels or kegs	4	3	35	50	20	40
(Beef and pork in barrels, actual weight except when weight can not be ascertained, when the minimum weight will be 374 pounds per barrel.)						
Meat-preserving compound, in kegs, barrels, or casks	4	3	35	50	20	40
Metal, cement	4	3	35	50	20	40
Mill cogs, wooden, in boxes or barrels	3	2	50	65	15	55
Mill dogs, wood	3	2	50	65	15	55
Mince-meats, in buckets, cans, kits, pails, or tubs	3	2	50	65	15	55
Mince-meats, in buckets, cans, kits, pails or tubs, boxed, or with top of box slatted	4	3	35	50	20	40
Mince-meats, in kegs, half barrels, or barrels.	4	3	35	50	20	40
Mineral water, in wood	4	3	35	50	20	40
Mineral water carriers, empty	3	2	50	65	15	55
Mineral wax, crude.	4	3	35	50	20	40
Molasses, in cans, packed in boxes or barrels.	4	3	35	50	20	40
O.						
Oil, aniline, in barrels or iron drums	3	2	50	65	15	55
Oil, creosote, in wood	4	3	35	50	20	40
Ore washers (k. d.)	4	3	35	50	20	40
Oysters, spice or cove, in cans, boxed	4	3	35	50	20	40



TABLE 8.—Percentage reductions in less than carload quantities caused by Supplement 3 to Official Classification No. 20—Continued.

Article.	Classifica- tion.		Rates per 100 pounds.		Per- cent- age reduc- tion.	Re- duced rate.
	Less than carload.		Less than carload.			
	Old.	New.	Old.	New.		
P.						
Pans, dripping, sheet iron, nested and tied with wire or mar- line.....	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Per ct.</i>	<i>Cents.</i>
Pans, dripping, sheet iron, nested, with stake supports, well secured.....	4	3	35	50	20	40
Pans, dripping, sheet iron, nested, crated or boxed.....	4	3	35	50	20	40
Pans, iron, nested in boxes or barrels.....	4	3	35	50	20	40
Pans or skillets, iron or steel, nested, in boxes or barrels.....	4	3	35	50	20	40
Paper packing frames, iron, in packages.....	4	3	35	50	20	40
Paper, building or roofing, in rolls, bundles, or crates.....	4	3	35	50	20	40
Paraffin wax.....	4	3	35	50	20	40
Paste, flour, in barrels.....	4	3	35	50	20	40
Picker sticks, wooden (for use in woolen mills).....	4	3	35	50	20	40
Pig's feet, packed.....	4	3	35	50	20	40
Pig's feet, pickled.....	4	3	35	50	20	40
Post-hole diggers.....	3	2	50	65	15	55
Potash balls.....	4	3	35	50	20	40
Potato flour, in sacks or barrels, actual weight.....	4	3	35	50	20	40
Potato sorters (k. d., flat), in bundles, crates, or boxes.....	3	2	50	65	15	55
Potters' pins and stilts, in barrels or hogsheads.....	4	3	35	50	20	40
Poultry kennels (k. d., flat or folded flat), crated or boxed.....	3	2	50	65	15	55
Preserves, in buckets or pails, loose.....	3	2	50	65	15	55
Preserves, in buckets or pails, crated or boxed.....	4	3	35	50	20	40
Preserves, in kegs, barrels, or casks.....	4	3	35	50	20	40
Propeller wheels, iron.....	3	2	50	65	15	55
Pumice stone, ground or unground.....	4	3	35	50	20	40
Pumps, hand, iron.....	3	2	50	65	15	55
Pumps, measuring, iron.....	3	2	50	65	15	55
Pump cylinders, hand, iron.....	3	2	50	65	15	55
R.						
Riddle or sieve rims, in bundles.....	3	2	50	65	15	55
Riddle or sieve-rim hoops, coiled.....	3	2	50	65	15	55
Rigging, loose.....	4	3	35	50	20	40
Rivets, iron, coppered, in boxes or kegs.....	4	3	35	50	20	40
Road graders, without wheels (k. d.).....	3	2	50	65	15	55
Road-scraper blades, steel.....	3	2	50	65	15	55
Rod grease or wax, in barrels.....	4	3	35	50	20	40
Rods, iron or steel, brass or copper covered, in packages.....	4	3	35	50	20	40
Rotten stone.....	4	3	35	50	20	40
Rubber heels (for boots and shoes), in boxes.....	3	2	50	65	15	55
S.						
Sad irons, in barrels or boxes.....	4	3	35	50	20	40
Sausage casings, hog or beef, in barrels or tierces.....	4	3	35	50	20	40
Sausage casings, sheep, in barrels or tierces.....	4	3	35	50	20	40
Scales, hopper, stationary (k. d.).....	3	2	50	65	15	55
Scales, wagon or track (k. d.).....	3	2	50	65	15	55
Scales, warehouse platform, stationary (k. d.).....	3	2	50	65	15	55
Scales, beams and weights, boxed.....	3	2	50	65	15	55
School slates (n. o. s.).....	4	3	35	50	20	40
Scoops, combined wood and iron or tin, in crates, boxes, or barrels.....	3	2	50	65	15	55
Scoops, flour, wooden, boxed or crated.....	3	2	50	65	15	55
Scoops, potato or corn, in bundles.....	3	2	50	65	15	55
Scorifiers, earthen, in barrels or hogsheads.....	4	3	35	50	20	40
Scythe stones, boxed.....	4	3	35	50	20	40
Semaphores or train-order signals (k. d.), in packages.....	3	2	50	65	15	55
Sewer-gas traps, iron.....	4	3	35	50	20	40
Shade cloth, plain, uncut and undecorated, boxed.....	3	2	50	65	15	55
Shavings (p. p.) (for purifying gas), in sacks.....	3	2	50	65	15	55
Shavings or chips, brewers', wooden.....	3	2	50	65	15	55
Shavings or chips, vinegar, wooden.....	3	2	50	65	15	55
Ship knees.....	4	3	35	50	20	40
Shot, in double bags.....	4	3	35	50	20	40
Shot, in kegs.....	4	3	35	50	20	40
Shot, in boxes.....	4	3	35	50	20	40
Shovels and pokers, fire, iron (n. o. s.), in packages.....	3	2	50	65	15	55
Shovels and spades, in packages.....	3	2	50	65	15	55
Shovels, flour, wooden, boxed or crated.....	3	2	50	65	15	55
Shovels, scoop, with wooden handles, nested, in bundles.....	3	2	50	65	15	55
Silicate slates, boxed.....	4	3	35	50	20	40

TABLE 8.—Percentage reductions in less than carload quantities caused by Supplement 3 to Official Classification No. 20—Continued.

Article.	Classification.		Rates per 100 pounds.		Percentage reduction.	Reduced rate.
	Less than carload.		Less than carload.			
	Old.	New.	Old.	New.		
	Class.	Class.	Cents.	Cents.	Per ct.	Cents.
Sinews.....	4	3	35	50	20	40
Sirup, in cans, packed in boxes or barrels.....	4	3	35	50	20	40
Sizing (n. o. s.), in kegs, half barrels, barrels, or casks.....	4	3	35	50	20	40
Skillets, iron or steel, nested, in boxes or barrels.....	4	3	35	50	20	40
Slate lintels, window sills, copings, stairways, floor tiles, and ridge poles.....	4	3	35	50	20	40
Slaw cutters, in crates or boxes.....	3	2	50	65	15	55
Soap, in packages.....	4	3	35	50	20	40
Soap, soft.....	4	3	35	50	20	40
Soap, extract, dry, in packages.....	4	3	35	50	20	40
Soap powders, dry, in packages.....	4	3	35	50	20	40
Soapstone.....	4	3	35	50	20	40
Soap tablets, in packages.....	4	3	35	50	20	40
Soda, caustic, in cans, boxed.....	4	3	35	50	20	40
Spool heads, wooden, in the rough, in bags, crates, boxes, or barrels.....	4	3	35	50	20	40
Spool wood, in bundles.....	4	3	35	50	20	40
Spoons, tin or tinned iron, boxed.....	3	2	50	65	15	55
Springs, carriage or wagon.....	4	3	35	50	20	40
Springs, wringer (not coiled), iron or steel.....	4	3	35	50	20	40
Staples, iron, coppered, in boxes or kegs.....	4	3	35	50	20	40
Starch, in sacks, boxes, or barrels.....	4	3	35	50	20	40
Starch, ground, in barrels.....	4	3	35	50	20	40
Steam or air-brake equipment (n. o. s.).....	3	2	50	65	15	55
Steam shovel dippers, iron or steel.....	3	2	50	65	15	55
Stearine, in sacks, barrels, or tierces.....	4	3	35	50	20	40
Stereotype backing powder, in packages.....	4	3	35	50	20	40
Stone boats.....	4	3	35	50	20	40
T.						
Tallow.....	4	3	35	50	20	40
Target balls, in barrels or boxes.....	3	2	50	65	15	55
Targets, shooting gallery, iron, in packages.....	3	2	50	65	15	55
Tiling, floor or facing, encaustic or plain, glazed or unglazed, in packages.....	4	3	35	50	20	40
Tiling, marble and slate, boxed.....	4	3	35	50	20	40
Tin dairy pails, nested, packed in crates or cases.....	3	2	50	65	15	55
Tin disks or circles, in boxes or barrels.....	4	3	35	50	20	40
Tin straps or fasteners, in boxes or barrels.....	4	3	35	50	20	40
Tin strips, in barrels or boxes.....	4	3	35	50	20	40
Tin trays or waiters, boxed.....	3	2	50	65	15	55
Tinware (n. o. s.), nested, in crates, boxes, or barrels.....	3	2	50	65	15	55
Tomatoes, canned, boxed.....	4	3	35	50	20	40
Tow, in boxes or bales.....	4	3	35	50	20	40
Tracking, overhead, iron (for packing houses, warehouses, etc.).....	4	3	35	50	20	40
Trays or waiters, tin or sheet iron, japanned, boxed.....	3	2	50	65	15	55
Trucks, hand, two-wheeled.....	3	2	50	65	15	55
Trucks, hand, four-wheeled, without sides, stakes, or hand rails.....	3	2	50	65	15	55
Trunk slats, wooden.....	4	3	35	50	20	40
Tuyeres, clay.....	4	3	35	50	20	40
V.						
Valves, iron.....	4	3	35	50	20	40
Vegetable wax (n. o. s.).....	4	3	35	50	20	40
Vegetables and garden roots:						
Cabbage, in crates or hogsheads (p. p.).....	4	3	35	50	20	40
Pumpkins, in packages (p. p.).....	4	3	35	50	20	40
Vegetables or garden roots, winter beets, carrots, onions, parsnips, squash, and turnips (p. p.).....	4	3	35	50	20	40
Vehicles, parts of: Fifth wheels, packed in barrels or boxes.....	4	3	35	50	20	40
Vitriol, oil of, in iron drums.....	4	3	35	50	20	40
W.						
Washing crystals.....	4	3	35	50	20	40
Washing powders, dry, in packages.....	4	3	35	50	20	40
Washstands, iron, boxed.....	3	2	50	65	15	55
Water gates, iron.....	4	3	35	50	20	40
Wheelbarrows, iron or wood, with legs and wheels packed separately or in trays.....	3	2	50	65	15	55

TABLE 8.—Percentage reductions in less than carload quantities caused by Supplement 3 to Official Classification No. 20—Continued.

Article.	Classifica- tion.		Rates per 100 pounds.		Per- cent- age reduc- tion.	Re- duced rate
	Less than carload.		Less than carload.			
	Old.	New.	Old.	New.		
Wheelbarrows, iron or wood (k. d., flat), legs, wheels, and handles detached and fastened to barrows. ....	<i>Class.</i> 3	<i>Class.</i> 2	<i>Cents.</i> 50	<i>Cents.</i> 65	<i>Per ct.</i> 15	<i>Cents.</i> 55
Wheelbarrows, iron or wood (k. d.), trays nested and strapped, legs, wheels, and handles packed separately. ....	3	2	50	65	15	55
Wheelbarrows, iron or wood (k. d., flat), legs, wheels, and handles detached and packed separately. ....	3	2	50	65	15	55
Wheels, iron or steel, machine finished (n. o. s.) . . . . .	3	2	50	65	15	55
Wheels, water, iron (n. o. s.) . . . . .	3	2	50	65	15	55
Whetstones, sand . . . . .	4	3	35	50	20	40
Windmills (k. d.) . . . . .	3	2	50	65	15	55
Windmill towers, iron or steel (k. d.) . . . . .	3	2	50	65	15	55
Windlasses . . . . .	3	2	50	65	15	55
Window hollands, plain, uncut, and undecorated, boxed. . . .	3	2	50	65	15	55
Wire, iron, coppered . . . . .	4	3	35	50	20	40
Wire rope, iron or steel, on reels or in coils . . . . .	4	3	35	50	20	40
Wood alcohol, in iron drums . . . . .	3	2	50	65	15	55
Wood alcohol, in wood . . . . .	3	2	50	65	15	55
Wrenches, iron (n. o. s.), boxed . . . . .	4	3	35	50	20	40
Y.						
Yacht knees . . . . .	4	3	35	50	20	40

TABLE 9.—Percentage reductions in carload quantities caused by Supplement 3 to Official Classification No. 20.

[EXPLANATION OF TERMS.—The meaning of terms used in table, which are those of the Official Classification Committee, is as follows:

p. p., prepared, <del>prepared</del>	3, third class.
n. o. s., not otherwise specified.	4, fourth class.
2, second class.	

"Old" at head of columns refers to classes and rates as they existed under Official Classification No. 19, which covered a period extending from July 1, 1899, to December 31, 1899, inclusive. "New" refers to classes and rates as they exist under Official Classification No. 20, effective January 1, 1900, with the exception of such modifications as have been caused by supplements issued subsequent to that date.]

Article.	Classification.		Rates per 100 pounds.		Percentage reduction.	Reduced rate.
	Carload.		Carload.			
	Old.	New.	Old.	New.		
A.	<i>Class.</i>	<i>Class.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Per ct.</i>	<i>Cents.</i>
Autographic register machines, crated or boxed .....	4	3	35	50	20	40
Automatic registering machines, crated or boxed .....	4	3	35	50	20	40
C.						
Cash registers, crated or boxed.....	4	3	35	50	20	40
G.						
Grapes, in kegs, half barrels, or barrels (p. p.).....	3	2	50	65	15	55
V.						
Vehicles, parts of:						
Poles, buggy, carriage, or wagon, finished .....	4	3	35	50	20	40
Shafts or thills, buggy, carriage, or wagon, finished.....	4	3	35	50	20	40
Sleigh material, wooden, finished (n. o. s.).....	4	3	35	50	20	40
Wagon material, finished (n. o. s.).....	4	3	35	50	20	40

The percentage reductions found in tables 8 and 9 are taken from Supplement 3, and they seem to be the most direct result of the shippers' protest against the increases found in the new classification. Rates between Chicago and New York are used to show the extent of these reductions. The differences between the reduced rates and the rates of 1899 and 1900 are shown by a comparison with the rates of Classifications 19 and 20. The 15 per cent reductions are applied only to articles in class 2, while reductions of 20 per cent are confined to class 3. Fully 75 per cent of the rates increased by Classification No. 20 have been reduced either 15 or 20 per cent by Supplement 3.



## APPENDIX.

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The resolutions and petition regarding the changes in freight classification made in Official Classification No. 20, presented by the representatives of the shipping interests to the Interstate Commerce Commission, and the official correspondence thereon, are as follows:

### RESOLUTIONS AND PETITION OF SHIPPERS.

Whereas the committee known as the Official Classification Committee, representing 60 railroads in the central and eastern parts of the United States, have signified their intention of making radical changes in freight classification and advances in freight rates by carriers using such official classification; and

Whereas such violent changes, by increasing the part-carload rates over that of carload rates and increasing carload rates will greatly inure to the benefit of the large shipper and to the detriment of the small shipper, even to the destruction and extermination of such small business interests; and

Whereas such committee, through its representative, Mr. C. E. Gill, has expressed its views and made known the determination of the carriers to forthwith put in force said increased rates on or about January 1, 1900, and will not consent to postponing the time sixty or ninety days, as requested by the representatives of the shippers here present: Therefore,

*Be it resolved*, That the representatives of such shipping interests here present sign the following petition, addressed to the honorable Interstate Commerce Commission:

WASHINGTON, D. C., *December 21, 1899.*

*To the Interstate Commerce Commission,*

*Washington, D. C.*

GENTLEMEN: The undersigned, shippers and representatives of various shipping interests, would respectfully and respectively petition your honorable body, in view of the testimony disclosed at the session held in this city on December 21, in the matter of changes in freight classification and advances in freight rates by carriers using the Official Classification, request that such testimony be laid before his honor, the Attorney-General of the United States, for the purpose of informing him of the necessity of taking legal action by injunction or otherwise in the premises.

In view of the principles laid down in *Thurber v. Railroad Company*, March 21, 1890, and in view of the decision of the Supreme Court of the United States in the *Trans-Missouri* case (166 U. S., 290), and the decision in the *Joint Traffic Association* case (171 U. S., 505), we think the evidence will warrant such proceedings, as the action of the said Official Classification Committee is clearly in violation of federal statute known as the Sherman antitrust act.

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### LETTER OF THE INTERSTATE COMMERCE COMMISSION TO THE ATTORNEY-GENERAL.

INTERSTATE COMMERCE COMMISSION,

*Washington, December 28, 1899.*

DEAR SIR: In the latter part of November of this year the Interstate Commerce Commission was informed, in various indirect ways, that the railroad companies using what is known as the Official Classification had prepared, or were preparing, a new classification to take effect January 1, 1900, under which numerous articles would be put in higher classes than those in which they have been and are now placed, with the effect of materially increasing the charges on the articles so advanced if the present class rates remain unchanged.

Generally speaking, the Official Classification is used by the carriers operating in that part of the United States north of the Ohio and Potomac rivers, and east of the Mississippi River, and is applied to traffic moving between points in that territory.

Shortly after this information was received, and, as we supposed, resulting from the fact that many shippers had learned of the proposed changes in classification, numerous complaints and protests were received by the Commission, and its intervention was sought to prevent such changes from going into effect.

On or about the 29th of November, the Commission procured from Mr. C. E. Gill, chairman of the Official Classification Committee, a copy of the proposed classification. For the purpose of ascertaining what changes were made by this new classification a comparison was instituted between it and the one heretofore and now in use. A list of the changes shown by such comparison was prepared and a copy of the same is annexed hereto marked "A."

Acting upon the information so obtained and taking the only course permitted by the act to regulate commerce, the Commission instituted a proceeding of inquiry and investigation by an order made on the 8th day of this month, a copy of which is hereto annexed marked "B." The principal reasons which induced this action, and the names of the carriers which were required to appear before the Commission, are set forth in the recitals and directions contained in the order just mentioned. The hearing of the matter was fixed for the 21st instant, and took place on that and the following day.

Notice of this hearing was given to many of the shippers whose protests had been received, and especially to the representatives of trade organizations in different cities, and such persons were invited to be present at the hearing, and many of them were in attendance.

In the course of this hearing the Commission took the testimony of Mr. C. E. Gill, chairman of the Official Classification Committee; Mr. Nathan Guilford, traffic manager of the New York Central and Hudson River Railroad Company, and Mr. Frank Harriott, a member of the Official Classification Committee, who is also the general freight traffic manager of the Erie Railroad.

At the conclusion of the testimony given by these witnesses an application was made by many of the shippers present that such testimony be transmitted to the Attorney-General of the United States, the claim being made by them that the evidence showed a violation of the act of Congress commonly known as the Sherman antitrust law. This application was in writing, and a copy of the same and of the signatures thereto annexed hereto marked "C."

In compliance with this request the Commission herewith transmits to you, marked "D," a copy of the entire proceedings had at the hearing on the 21st and 22d instant, as the same were taken by its official stenographers and written out by them. There is also sent with this a copy of the proposed new classification received from Mr. Gill, as above stated, known as No. 20, together with a copy of the Official Classification heretofore and now in use, known as No. 19. Since the order made on the 8th instant a large number of petitions and protests have been received from shippers in various parts of the territory above described, and such petitions have continued to be received down to the present time. These petitions and protests will be transmitted to you at any time upon your request, and the Commission will promptly furnish any further information which can be supplied from the records and files in its possession.

While it is not the province of the Commission to determine whether the testimony above referred to shows a violation of the antitrust law—and no opinion is expressed upon that point—there are certain features of the case to which we deem it proper to call your attention.

With some unimportant exceptions, the general fact appears to be that the class rates at present in force, and which will presumably be applied to the new classification, are now the same as or higher than they were in 1887, when the act to regulate commerce was passed.

Almost all the changes shown in the new classification are from lower to higher classes. The result will be, if the present class rates are continued, that charges on any article advanced to a higher class will be increased by the difference between the rates applied to the class in which the article was formerly placed and the higher rates of the class to which it has been advanced. This increase is considerable in all cases and very great in many cases, amounting in some instances to 100 per cent or more.

These changes in classification are to be made for the conceded purposes of increasing the rates on the articles advanced and thereby increasing the revenue derived by the carriers from the transportation of such articles. The number and variety of articles advanced is shown by a list of the same annexed hereto, as above stated.

The protesting shippers assert that increases in rates to the extent effected by these changes in classification are without justification and will result in excessive charges upon most, if not all, of the articles in question. They also allege that hardship and

injustice will further result from the changes which will be made in the relation of rates, and especially from the increases in the difference between carload and less than carload charges. If their contention in these respects is well founded, as to which we express no opinion, a wrong is about to be accomplished which the Commission is powerless to prevent, and for which the act to regulate commerce affords no adequate redress. The facts above set forth are submitted for your consideration.

Very respectfully,

MARTIN A. KNAPP, *Chairman.*

HON. JOHN W. GRIGGS,  
*Attorney-General, Washington, D. C.*

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LETTER OF THE ATTORNEY-GENERAL TO THE INTERSTATE COMMERCE COMMISSION.

DEPARTMENT OF JUSTICE,  
*Washington, D. C., December 30, 1899.*

GENTLEMEN: I am in receipt of your communication of the 28th instant, and have given the matter such careful consideration as the limited time at my command has permitted.

It appears that on the 8th instant the Interstate Commerce Commission ordered an inquiry with respect to certain changes in freight classification made by "Official Classification No. 20," which is to take effect January 1, 1900. At the conclusion of the testimony taken at the hearing on the 21st and 22d instants, certain protesting shippers requested that a transcript of the proceedings be transmitted to the Attorney-General, claiming that a violation of the antitrust law had been shown. Accordingly, you have transmitted copies of "Official Classifications No. 19 and No. 20," a copy of the order for the hearing, a transcript of the proceedings, and a copy of the resolution and petition of certain shippers. You express no opinion upon the matter, but properly leave me to determine whether the facts shown warrant me in applying for an injunction to restrain the operation of the new classification on the ground that in adopting it the railroad companies violated the antitrust law.

The Interstate Commerce Act went into effect in 1887. To comply with its provisions it was necessary for railroad companies operating in the same territory to simplify their freight classification. Accordingly, at a convention of the railroads a committee was appointed to prepare an official classification and submit it to the companies for their adoption. This was done, and an official classification was adopted, which was filed with the Interstate Commerce Commission and went into effect April 1, 1887. Since that time nineteen official classifications have been prepared, submitted to the railroad companies, adopted, and filed. During the current year two classifications were filed, No. 18 on February 1, 1899, and No. 19 (now in force) on July 1, 1899. It appears from the testimony taken before you that this Official Classification is used, substantially, by the carriers operating in that part of the United States north of the Ohio and Potomac rivers and east of the Mississippi River. There is an Official Classification Committee, composed of some fourteen railroad officers from different sections. This committee meets on the call of its chairman, or upon the request of three members. At its meetings suggested changes are considered. Such changes as the committee with substantial unanimity recommend are noted by the chairman and incorporated into a new official classification, which is then submitted to each company for its individual action. Some sixty railroad companies thus independently pass upon the classification. They signify their adoption to the chairman, who, after the official classification has been thus adopted, files it with the Interstate Commerce Commission in compliance with the law.

The legality of the method of preparing, adopting, and filing the Official Classification has never before been questioned, nor, indeed, was it questioned in the complaints leading to your order of the 8th instant, which were that the changes made are "discriminating and wrongful" and will subject shippers and shipments in the territory affected "to unreasonable charges and unjust discrimination and undue prejudice and disadvantage." The hearing was had to permit the carriers to explain to the shippers the reasons for the proposed changes, with a view to an amicable adjustment of the differences. During the course of the testimony it was repeatedly suggested that your Commission had no power to take official action at that time, but that after the classification had gone into effect it would be open to shippers to make formal complaint invoking the remedy provided for unreasonable rates and unjust discrimination by the Interstate Commerce Law. During the course of the



hearing the shippers who were present protesting against the changes requested the carriers to postpone the time for the Official Classification to take effect for sixty or ninety days. This request was refused, the carriers insisting that the effect of the changes could only be determined by experience, and stating that they would be quite willing to consider complaints and correct changes which practical operation should prove to be unjust. It was after this request for a postponement had been refused that some of the shippers presented to the Commission the resolution and petition which you have transmitted.

This resolution recites that whereas the changes made by the new Official Classification, by increasing less than carload rates over carload rates, will greatly inure to the benefit of the large shippers and to the detriment of the small shippers; and whereas a postponement of their operation has been refused, therefore the shippers petition the Commission to lay the testimony before the Attorney-General in order that he may take action under the antitrust law to prevent the Official Classification from going into operation.

In your communication, after transmitting the testimony and papers which show the facts above detailed, you say:

"These changes in classification are to be made for the conceded purpose of increasing the rates on the articles advanced, and thereby increasing the revenue derived by the carriers from the transportation of such articles. The number and variety of articles advanced is shown by a list of the same annexed as above stated.

"The protesting shippers assert that increases in rates to the extent effected by these changes in classification are without justification, and will result in excessive charges upon most if not all of the articles in question. They also allege that hardship and injustice will further result from the changes which will be made in the relation of rates, and especially from the increases in the difference between carload and less than carload charges."

It is apparent from the protests originally filed, from the terms of your order of the 8th instant, from the resolution and petition presented by the shippers, and from your own communication that it is the changes made and not the method of making them which is complained of. Under the classification which has obtained for many years, all freight is divided into six classes. For these classes the railroad companies fix graded rates. A change from a lower to a higher class would increase the rate if the existing rates are maintained. It is against the increased rate thus produced that the shippers protest. They claim: (1) The changes will result in unreasonable rates; (2) in unjust discrimination against the small in favor of the large shippers; (3) in charging more for a short than a long haul. Obviously, these are matters for the consideration of the Interstate Commerce Commission. A railroad company may raise its rates to an unreasonable point; it may discriminate among its shippers; it may charge more for a short than for a long haul, but none of these acts, however unjust and wrongful, amounts to a violation of the antitrust law.

To authorize the Attorney-General to direct an injunction proceeding under this law it must be shown that there is a "contract, combination, \* \* \* or conspiracy in restraint of trade or commerce among the several States." In the first place, there is no contract, combination, or conspiracy shown. There is consultation by representative railroad men in committee respecting suggested changes in classification. There is subsequent independent action by railroad companies in the adoption of the new classification recommended by the committee. The testimony taken does not show that any railroad company acted under compulsion of a combination in adopting the Official Classification. It must be conceded that a common classification by railroad companies operating in the same territory is a desirable thing. Will it be insisted that railroad companies can not consult respecting freight classification? Or that, because one railroad company adopts a certain classification, another can not? The antitrust law says there must be a contract or combination or conspiracy. This must be shown. And it must be shown to restrain individual action. This is not shown in the testimony submitted.

Moreover, there must not only be a contract, combination, or conspiracy, but it must be in restraint of interstate commerce. As applied to carriers, this means a combination to suppress competition. It is only by suppressing competition and arbitrarily fixing rates that a restraint can be put upon interstate commerce. The filing of an official classification does not fix the rates. It places articles in certain classes, but the rates for the classes are determined by the railroad companies outside of the classification. If a railroad company maintains the existing rates, the change of an article from a lower to a higher class will increase the rate, but from aught that appears in this testimony every railroad company using the classification is at liberty at any time to change the existing rates upon giving the notice required by the Interstate Commerce Act. Moreover, each railroad company is free to take any article out



of the existing classification by making a commodity rate. In other words, no suppression of competition, no arbitrary fixing of rates, no restraint of interstate commerce, is shown.

The Trans-Missouri and Joint Traffic Association cases afford no precedent for the action requested in this case. Each of those associations was formed by a contract, under which the companies selected a central authority to fix and maintain rates. There was an absolute suppression of competition. The power of independent action was destroyed. No company could change a rate fixed by the managers of the association without subjecting itself to a penalty.

If the testimony submitted showed a combination among the railroad companies to restrain commerce among the several States, I would not hesitate to invoke the remedy provided by the antitrust law; but to take such action upon the faith of the facts submitted would not only be futile, but absurd. If there be a remedy for the complaining shippers, it lies in an appeal to your Commission under the Interstate Commerce Law.

Respectfully,

JOHN W. GRIGGS,  
*Attorney-General.*

The INTERSTATE COMMERCE COMMISSION.

LETTER OF THE INTERSTATE COMMERCE COMMISSION TO THE COMPLAINANTS.

INTERSTATE COMMERCE COMMISSION,  
OFFICE OF THE SECRETARY,  
*Washington, D. C., January 6, 1900.*

The Commission has received the communication forwarded by you protesting against changes in the Official Classification, and consequent advances in freight rates, by carriers using that classification.

Numerous complaints of a similar character were filed with the Commission prior to December 8, on which date an order was made reciting the substance of such complaints and directing certain carriers to appear before the Commission for investigation on December 21. Before the hearing, various commercial organizations and many of the protesting shippers were notified that the investigation had been instituted, and that they would have an opportunity to be heard on the day appointed, but that no order correcting the classification or rates in question could be issued in such proceeding, as the same was necessarily limited under the statute to the purposes of a general inquiry. This announcement was also made at the hearing.

Toward the close of the hearing a committee of the shippers presented a petition alleging that the testimony disclosed a violation of the antitrust law by the carriers, and asking the Commission to transmit such testimony to the Attorney-General of the United States. The Commission has no power and is not charged with any duty of applying or enforcing the antitrust act, but it complied with this request and its letter of transmittal set forth the main features of the case, though without recommendation or expression of opinion. The Attorney-General replied in a communication, dated December 30, in which he held, after reviewing the testimony, that the carriers in agreeing upon this classification were not acting in restraint of trade or commerce, and he therefore declined to bring suit for violation of the antitrust law, as requested by the shippers. If desired, a copy of this correspondence between the Commission and the Attorney-General will be furnished.

A formal complaint against a carrier or number of carriers, alleging the act to regulate commerce to be violated by the change in classification or increased rate on any commodity, may be filed with the Commission by any person, firm, company, mercantile society, or voluntary association, and will have prompt attention. It should be stated, however, that while the Commission can order the discontinuance of wrongful discrimination and unreasonable rates, it is without authority, as the act now stands, to prescribe reasonable rates for future observance by the carriers, or to secure prompt enforcement of any of its decisions.

Very respectfully,

EDW. A. MOSELEY,  
*Secretary.*

